980/9

U.S. Department
of Transportation
**Federal Aviation
Administration**

Monthly Management Report

Data Period ending July 31, 1980

NEWARK PUBLIC LIBRARY

DEC 1 1980

U. S. GOVT. PUBS.
DEPOSITORY 376

september

80

TD 4.53:

United States Aviation Statistics

Element	1976	1977	1978	1979	6/30/80
Air Carrier Aircraft* (In Service)	2,786	2,854	2,992	3,260	**3,123 (3/31/80)**
Air Carrier Certificates	156	169	188	179	**155 (3/31/80)**
General Aviation Active Aircraft	177,964	184,294	198,778	Not Available	**Not Available**
Active Pilots	744,246	783,932	798,833	814,667	**814,667**
(Student Pilots)	(188,801)	(203,510)	(204,874)	(210,180)	**(210,180)**
Non-Pilot Airman (e.g., Mechanics, Dispatchers, etc.)	334,681	348,584	362,350	377,213	**377,213**
Pilot Schools	1,568	1,632	1,617	1,536	**1,479**
Mechanic Schools	140	141	144	142	**143**
Repair Stations	3,300	3,472	3,609	3,719	**3,794**

**Includes air travel clubs and air taxi operators of multiengine aircraft.*

Source: Associate for Aviation Standards, AVS-10, Updated Quarterly, June 1980

Monthly Management Report/September 1980

Introduction

The FAA Monthly Management Report

is a summary of current Federal Aviation Administration information relative to safety, air traffic activity, airmen information and other workload indicators. It also provides administrative information about the Federal Aviation Administration—budget, employment, and the status of major regulatory projects. Its audience is Federal Aviation Administration and Department of Transportation managers. It should also provide useful information for the aviation community and others interested in aviation and the Federal Aviation Administration.

The FAA Monthly Management Report

was prepared by the Information Analysis Branch, Information and Statistics Division, (AMS-200), Office of Management Systems, with the cooperation of other FAA offices.

Suggestions and comments on the scope and content of this report are welcome and will be given careful consideration in planning future editions. Address your comments to AMS-200 or call (202) 426-3165.

blank page

Table of Contents

United States Aviation Statistics ..... Inside front cover
Introduction i

I. Safety

Air Carrier Accidents 1A
Air Taxi Accidents 1B
General Aviation Accidents 1C
Reported Near Midair Collisions 1D
Air Traffic System Errors 1E
Worldwide Hijacking Attempts on U.S. Aircraft 1F
Bomb Threats Against Aircraft and Airports 1G
Airline Passenger Screening Results 1H
Explosions and Explosive Devices Found 1I
Legal Enforcement Case Summary 1J
Legal Enforcement Actions 1K
Airmen Safety Education 1L
Airmen Medical Certification—Appeals 1M

II. Air Traffic Activity

Aircraft Handled at Air Route Traffic Control Centers 2A
Operations at FAA Air Traffic Control Towers 2B
Instrument Operations at FAA Air Traffic Control Towers 2C
Flight Services 2D
Regional Air Traffic Data 2E
Air Traffic Delays of 30 Minutes or More—Systemwide 2F
Air Traffic Delays of 30 Minutes or More—LaGuardia, Kennedy Airports 2G
Air Traffic Delays of 30 Minutes or More—Denver, Atlanta Airports 2H
Air Traffic Delays of 30 Minutes or More—Boston, O'Hare Airports 2I

III. FAA Aviation Facilities

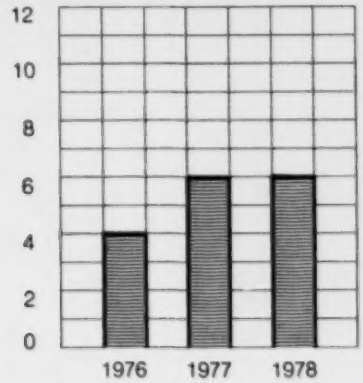
National Airspace System Facilities 3A
Inventory of Active FAA Aircraft 3B
Unscheduled Outages and Restorations—Terminal Systems Air Traffic Control Services 3C
Unscheduled Outages and Restorations—Terminal Systems Landing Aids 3D
Unscheduled Outages and Restorations—Enroute Systems Navigational Aids 3E
Unscheduled Outages and Restorations—Enroute Systems Air Traffic Control Services 3F
Unscheduled Outages and Restorations—Radar 3G
Enroute Systems Computer Interruptions 3H

	Facilities and Equipment 1980 Commissioning Plan—ARSR, DME, ILS, ALS/MALSR, REIL, VASI, ARTS II, ASR, and DF	3I
IV. Airports	Airport Grants Program Status	4A
	Airport Certification Status	4B
	Washinton National Airport Traffic Summary	4C
	Dulles International Airport Traffic Summary	4D
V. Aircraft/Airmen	Aircraft Registration Activity	5A
	Aircraft Loan Guarantee Status	5B
	Airmen Certificates Issued	5C
	Airmen Medical Certification Activity	5D
	Aviation Designees	5E
VI. FAA Employees	FAA Employment History	6A
	FAA Employment by Region	6B
	Grade Distribution of Minorities and Women	6C
	FAA Employment of Minorities and Women	6D
	FAA Employee Turnover	6E
	Average Overtime Hours	6F
	Total Overtime Hours	6G
	Air Traffic Control Specialist Health Program	6H
	Students in FAA Training	6I
	Union Activities in FAA	6J
VII. Finances	Appropriations History Budget Authority	7A
	Status of Funds by Appropriation	7B
	Status of Airport and Airway Trust Fund	7C
	Status of Facilities and Equipment Appropriations	7D
VIII. Contracting	Major Headquarters Contract Awards	8A
	Minority Contracting Status	8B
IX. Legal Activity	Summary Regulatory Agenda	9A
	Regulatory Action Highlights	9B
	Legislative Program Status	9C
	Status of Major Litigation	9D
	Enforcement Action Highlights	9E
X. National Calendar of Events		10A
Regional Statistics		Inside back cover

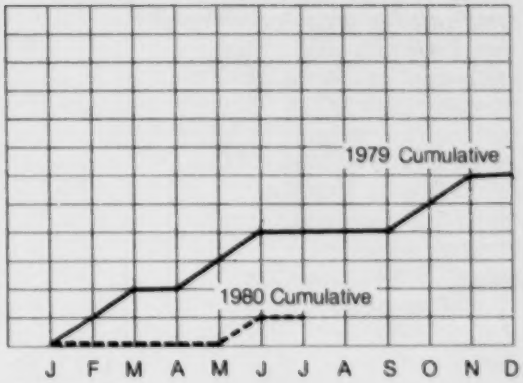
Air Carrier Accidents

**Preliminary FAA Data*

Number of Fatal Accidents



Yearly Total



January-July
1979: 4*
1980: 1 ↓75%*

Air Carrier	1976	1977	1978	1979*	July 1979*	July 1980*
Scheduled						
Total Accidents	25	23	22	29	2	0
Fatal Accidents	3	5	5	5	0	0
Fatalities	42	407	19	350	0	0
Supplemental						
Total Accidents	1	2	2	2	0	0
Fatal Accidents	0	0	0	1	0	0
Fatalities	0	0	0	3	0	0
Commercial						
Total Accidents	7	3	1	2	0	1
Fatal Accidents	1	1	1	0	0	0
Fatalities	2	3	144	0	0	0
Travel Club						
Total Accidents	0	0	0	0	0	0
Fatal Accidents	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total						
Total Accidents	**33**	**28**	**25**	**33**	**2**	**1**
Fatal Accidents	**4**	**6**	**6**	**6**	**0**	**0**
Fatalities	**44**	**410**	**163**	**353**	**0**	**0**

Source: Aviation Safety, ASF-200, Updated Monthly, July 1980

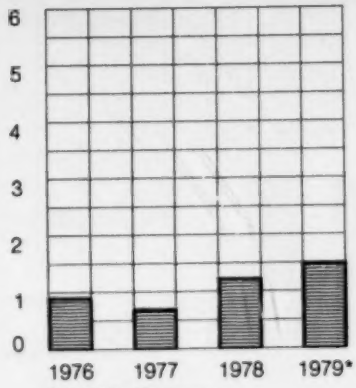
Monthly Management Report/September 1980

READEX FICHE

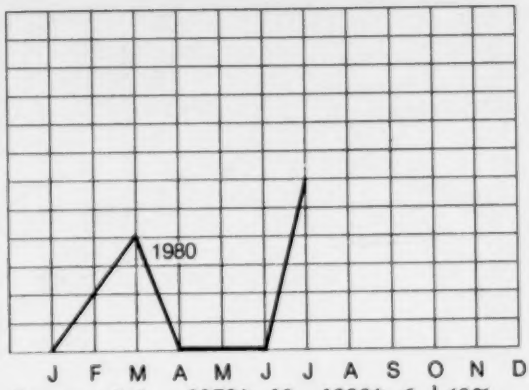
Air Taxi Accidents

**Preliminary FAA Data*
Commuter: A commuter is an air carrier, certificated in accordance with FAR 135, and authorized to provide air transportation of passengers or cargo pursuant to a published schedule of at least five round trips per week, between two or more points, or transportation of mail pursuant to a contract with the U.S. Postal Service.
Demand Air Taxi: An air taxi is an air carrier certificated in accordance with FAR 135 and authorized to provide, on demand, public transportation of persons or property by aircraft.

Number of Fatal Accidents (Commuters)



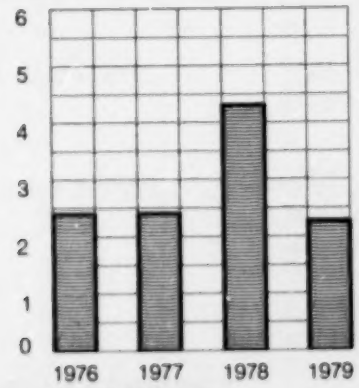
Monthly Average



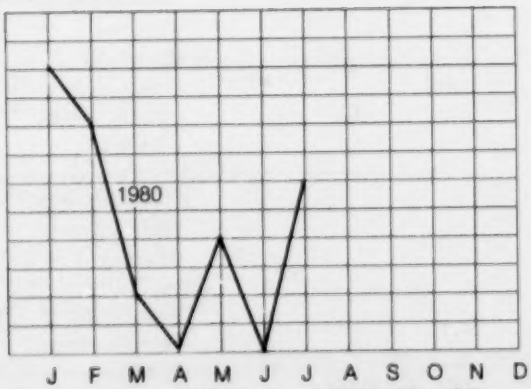
January-July 1979: 10 1980*: 6 ↓40%*

Commuters	1976	1977	1978	1979*	July 1979*	July 1980*
Total Accidents	41	41	56	71	6	3
Fatal Accidents	11	8	15	17	1	3
Fatalities	34	30	63	73	8	12

Number of Fatal Accidents (Demand Air Taxi)



Monthly Average



January-July 1979: 15 1980*: 15→0%*

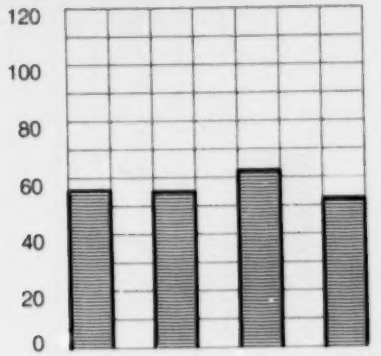
Demand Air Taxi	1976	1977	1978	1979*	July 1979*	July 1980*
Total Accidents	126	147	218	137	8	20
Fatal Accidents	29	29	52	27	3	3
Fatalities	88	126	157	60	12	11

Source: Aviation Safety, AVS-200, Updated Monthly, July 1980

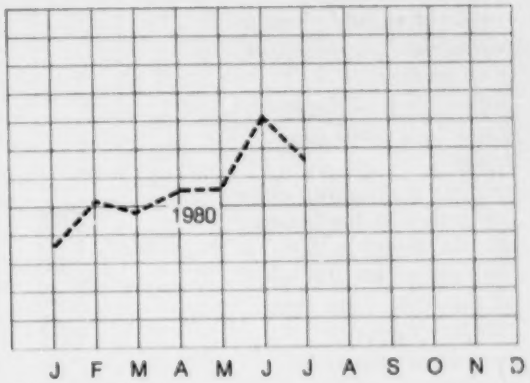
General Aviation Accidents

**Preliminary FAA Data*

Number of Fatal Accidents



Monthly Average



January-July
1979: 365*
1980: 391 ↑7%*

User Category	1976			1977			1978			1979*			July 1979*			July 1980*		
	Total Accidents	Fatal Accidents	Fatalities	Total Accidents	Fatal Accidents	Fatalities	Total Accidents	Fatal Accidents	Fatalities	Total Accidents	Fatal Accidents	Fatalities	**Total Accidents**	**Fatal Accidents**	**Fatalities**	**Total Accidents**	**Fatal Accidents**	**Fatalities**
Personal	2,341	438	837	2,351	444	915	2,289	458	959	2,173	386	799	**243**	**48**	**89**	**214**	**40**	**71**
Business	496	86	150	476	69	133	371	78	138	352	66	115	**42**	**5**	**11**	**48**	**4**	**5**
Executive	45	12	30	41	11	37	57	17	56	54	14	47	**1**	**0**	**0**	**1**	**1**	**4**
Instruction	563	57	78	643	61	91	671	58	86	637	49	72	**64**	**2**	**2**	**54**	**5**	**7**
Aerial Application	453	38	43	465	33	36	454	27	27	431	23	23	**71**	**4**	**4**	**65**	**7**	**7**
Industrial Special	74	20	25	64	16	25	96	20	34	91	17	28	**13**	**3**	**4**	**10**	**2**	**2**
Other	107	26	43	111	31	67	328	72	114	309	58	90	**23**	**5**	**9**	**23**	**7**	**14**
Total	**4,079**	**677**	**1,206**	**4,151**	**665**	**1,304**	**4,266**	**730**	**1,414**	**4,047**	**613**	**1,174**	**457**	**67**	**119**	**415**	**66**	**110**

Source: Aviation Safety, ASF-200, Updated Monthly, July 1980

Monthly Management Report/September 1980

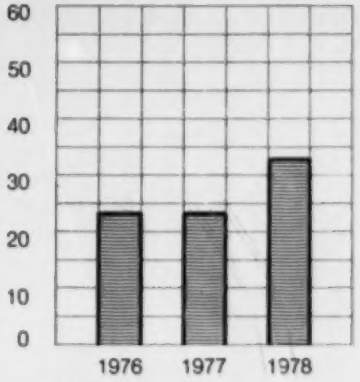
Reported Near Midair Collisions

**Due to reporting lag, 1980 figures are not final. Additional revisions will be made in subsequent publications.*
Near midair collisions are broken down into three basic types:
Critical: a situation where collision avoidance was due to chance rather than an act on the part of the pilot. Less than 100 ft. of aircraft separation would be considered critical.
Potential: an incident which would probably have resulted in a collision if no action had been taken by either pilot. Closest proximity of less than 500 feet would usually be required in this case.
No Hazard: when direction and altitude would have made a midair collision improbable regardless of evasive action taken.

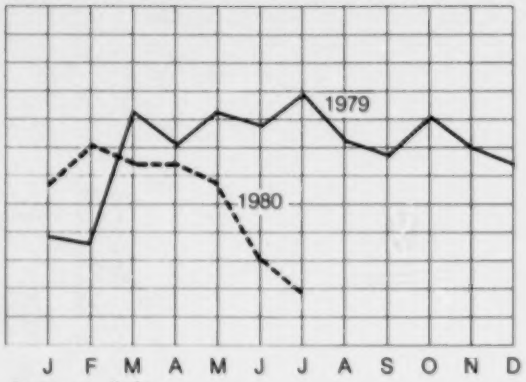
Source: Aviation Safety, ASF-200, Updated Monthly, July 1980

Monthly Management Report/September 1980

Critical and Potential Near Midair Collisions



Monthly Average



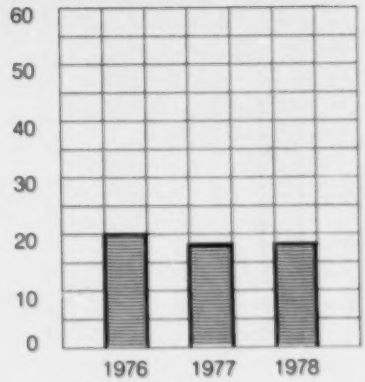
January-July
1979: 208
1980: 192 ↓8%*

Classification					June		July	
	1976	1977	1978	1979	1979	1980*	1979	1980*
Critical	70	93	125	128	13	3	12	3
Potential	217	196	274	310	26	12	33	6
No Hazard	73	88	100	99	10	8	6	9
Unclassified	13	7	5	3	0	1	0	0
Total	**373**	**384**	**504**	**540**	**49**	**24**	**51**	**18**

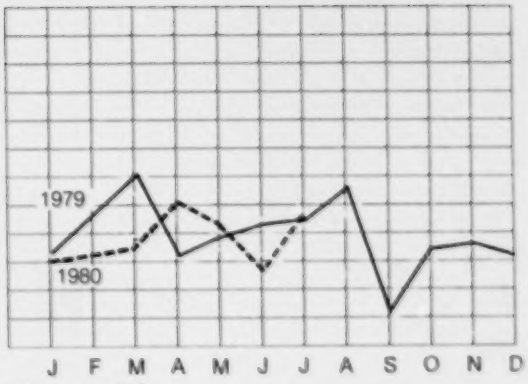
Air Traffic System Errors

**Preliminary*
System Error: Operational error involving aircraft being provided air traffic service resulting in less than applicable separation minima between two or more aircraft and terrain or obstacles.

Enroute System Errors

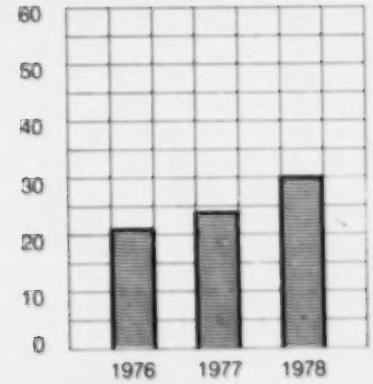


Monthly Average

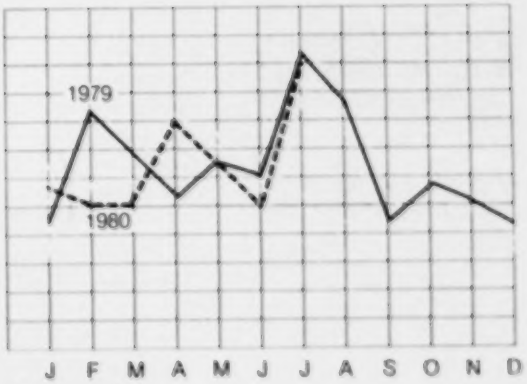


January-July
1979: 147*
1980: 128 ↓13%*

Terminal System Errors



Monthly Average



January-July
1979: 237*
1980: 226 ↓5%*

System Errors	1976	1977	1978	1979*	July 1979*	July 1980*
Enroute	242	217	215	233	22	23
Terminal	249	290	356	379	51	50
Total	**491**	**507**	**571**	**612**	**73**	**73**

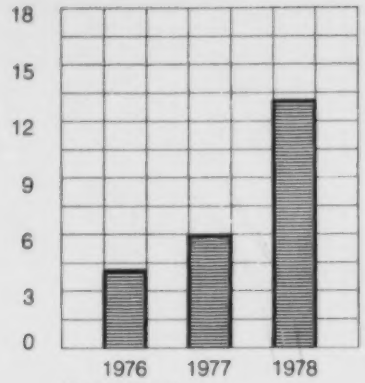
Source: Air Traffic, AAT-20, Updated Monthly, July 1980

Monthly Management Report/September 1980

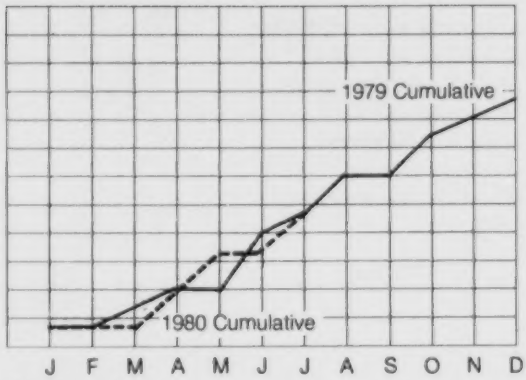
Worldwide Hijacking Attempts on U.S. Aircraft

Successful—one in which the hijacker controls the flight and reaches destination and/or objective.

Total Hijacking Attempts



Yearly Total



January-July
1979: 7
1980: 7→0%

Hijacking Attempts	1976	1977	1978	1979	July 1979	July 1980
Air Carrier	2	5	8	11	**1**	**2**
(Successful)	(1)	(0)	(0)	(4)	**(0)**	**(1)**
General Aviation	2	1	5	2	**0**	**0**
(Successful)	(0)	(0)	(2)	(2)	**(0)**	**(0)**
Total	**4**	**6**	**13**	**13**	**1**	**2**
(Successful)	**(1)**	**(0)**	**(2)**	**(6)**	**(0)**	**(1)**

Source: Civil Aviation Safety, ACS-400, Updated Monthly, July 1980

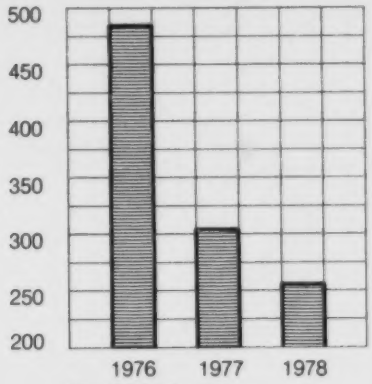
Monthly Management Report/September 1980

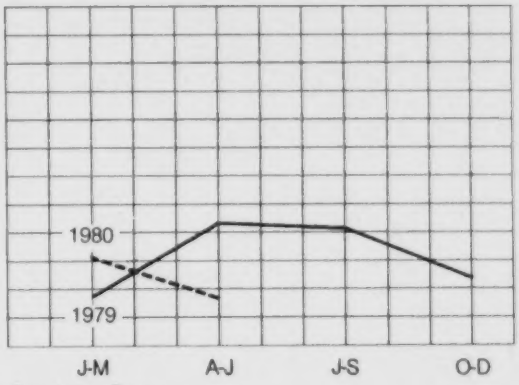
Bomb Threats Against Aircraft and Airports

A statement is considered a serious threat if one of the following occurs:
1. It is directed against a particular aircraft or flight.
2. It is not possible to immediately determine if it is made in a joking manner.
3. It results in inconvenience to other passengers.
4. It results in a search or otherwise disrupts airline operations.

NA—Not Available

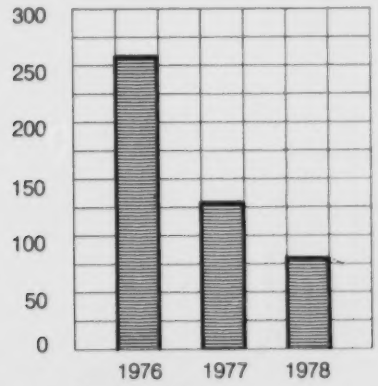
Number of Bomb Threats—U.S. and Foreign Aircraft in U.S.

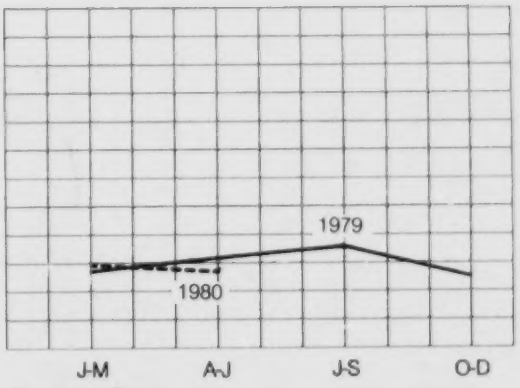




January-June
1979: 555
1980: 524 ↓6%

Number of Bomb Threats—U.S. Airports





January-June
1979: 151
1980: 141 ↓7%

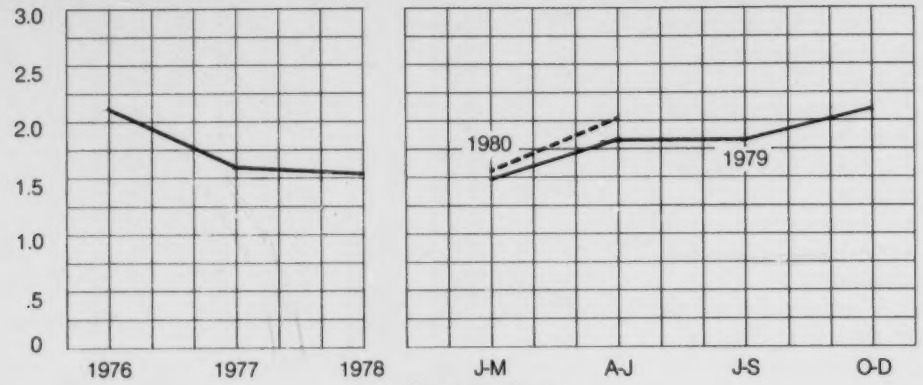
Bomb Threats	1976	1977	1978	1979	Apr-June 1979	Apr-June 1980
U.S. & Foreign Aircraft in the U.S.						
Serious	N/A	N/A	552	671	**311**	**244**
Total	**1,950**	**1,229**	**1,032**	**1,121**	**207**	**192**
U.S. Airports	1,036	519	318	309	**82**	**69**

Source: Civil Aviation Security, ACS-400, Updated Quarterly, June 1980

Monthly Management Report/September 1980

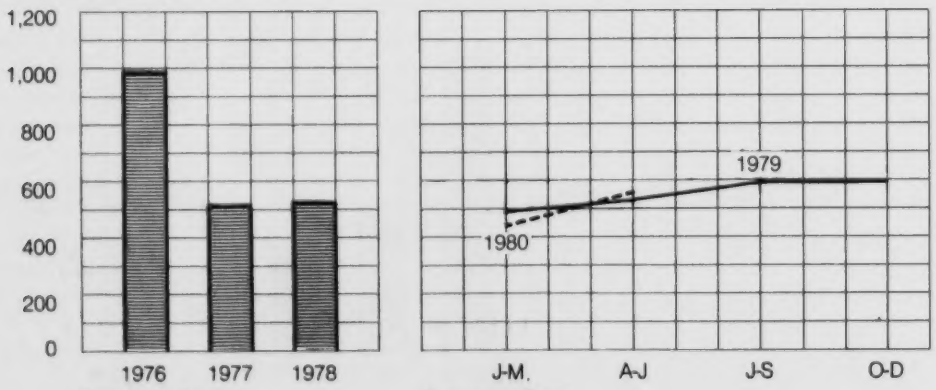
Airline Passenger Screening Results

Persons Arrested per 1,000,000 Persons Screened



January-June
1979: 1.64
1980: 1.79 ↑9%

Firearms Detected



January-June
1979: 990
1980: 1002 ↑1%

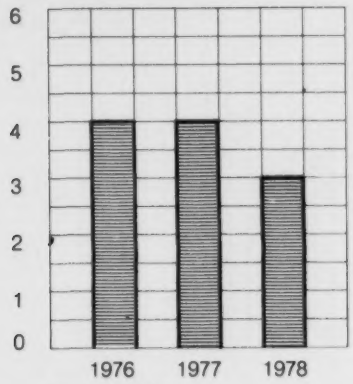
	1976	1977	1978	1979	Apr-June 1979	Apr-June 1980
Persons Screened (Millions)	413.6	508.8	579.7	592.5	**144.1**	**148.8**
Persons Arrested for Carriage of Firearms/Explosives	884	810	896	1,060	**259**	**302**
Persons Arrested per 1,000,000 Persons Screened	2.14	1.59	1.55	1.79	**1.79**	**2.02**
Firearms Detected	3,936	2,034	2,058	2,161	**515**	**559**

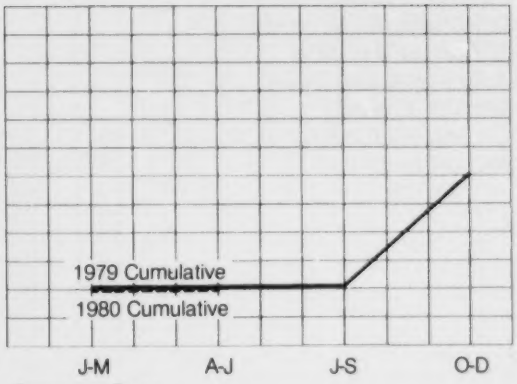
Souce: Civil Aviation Safety, ACS-400, Updated Quarterly, June 1980

Monthly Management Report/September 1980

Explosions and Explosive Devices Found

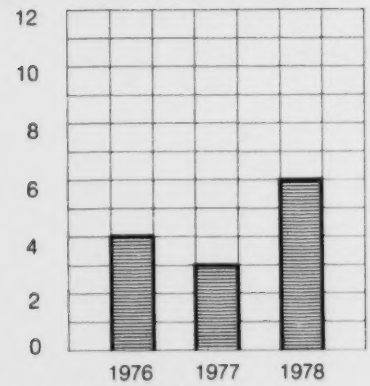
Number of Explosions

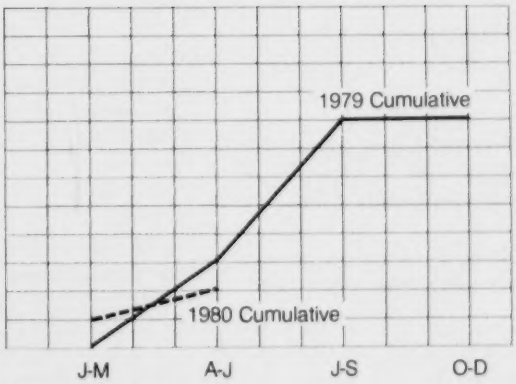




January-June
1979: 1
1980: 1 → 0%

Explosive Devices Found





January-June
1979: 3
1980: 2 ↓ 67%

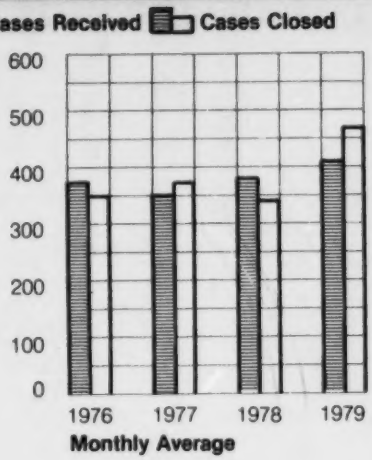
	1976	1977	1978	1979	Apr-June 1979	Apr-June 1980
Explosions:						
Aircraft	2	1	0	1	**0**	**0**
Airports	2	3	3	2	**1**	**1**
Total	**4**	**4**	**3**	**3**	**1**	**1**
Explosive Devices Found:						
Aircraft	1	2	0	2	**1**	**1**
Airports	3	1	6	6	**2**	**1**
Total	**4**	**3**	**6**	**8**	**3**	**2**

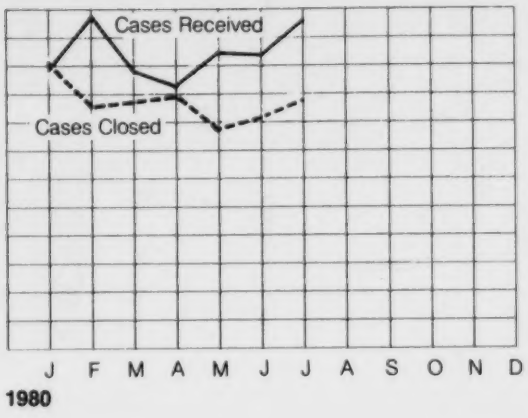
Source: Civil Aviation Security, ACS-400, Updated Quarterly, June 1980

Monthly Management Report/September 1980

Legal Enforcement Case Summary

Section 602 Cases: Cases in which airman petitions National Transportation Safety Board for review of Federal Aviation Administration action denying airman's application for pilot or medical certificate.





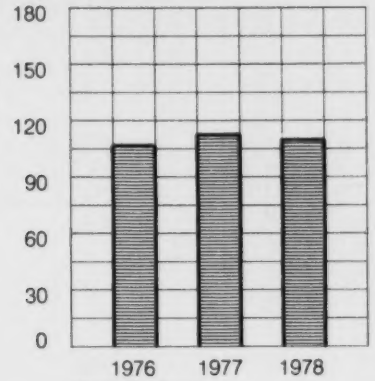
Enforcement Case Summary	1976	1977	1978	1979	July 1979	July 1980
Cases on Hand at Start of Period	2,128	2,324	2,086	2,470	**2,472**	**3,525**
Cases Received During Period	4,461	4,234	4,528	4,917	**370**	**580**
Cases Closed by Organization Responsible						
Airports	9	6	16	15	**5**	**0**
Security	104	59	50	115	**9**	**25**
Medical	519	415	427	433	**29**	**25**
Flight Standards	3,633	3,992	3,651	3,817	**310**	**385**
Total Cases Closed	**4,265**	**4,472**	**4,144**	**4,381**	**353**	**435**

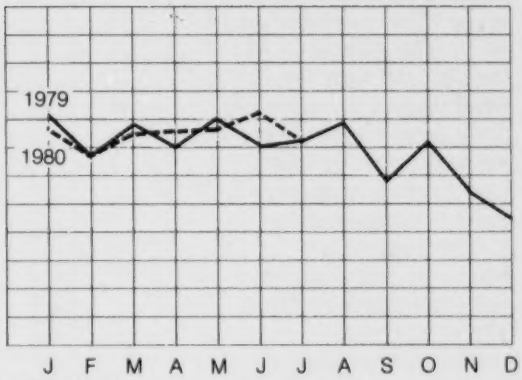
Source: Chief Counsel, AGC-200, Updated Monthly, July 1980

Monthly Management Report/September 1980

Legal Enforcement Actions

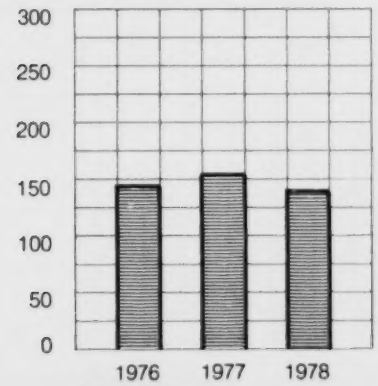
Number of Civil Penalties

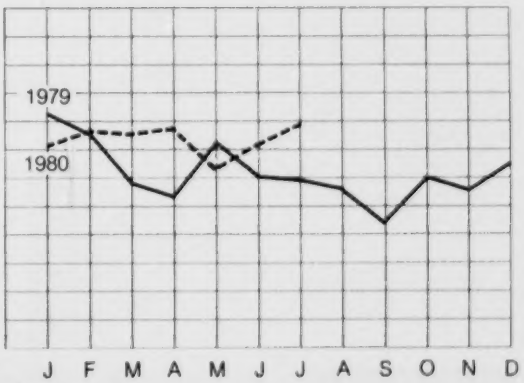




January-July
1979: 779
1980: 797 ↑2%

Certificates Suspended or Revoked





January-July
1979: 1,162
1980: 1,293 ↑11%

Enforcement Actions	1976	1977	1978	1979	July 1979	July 1980
Civil Penalties	1,281	1,326	1,308	1,243	**108**	**109**
Amount Collected (Dollars in Thousands)	$713.5	$544.6	$546.2	$1,801.5	**$56.2**	**$61.6**
Certificates Suspended or Revoked	1,761	1,852	1,689	1,873	**149**	**197**

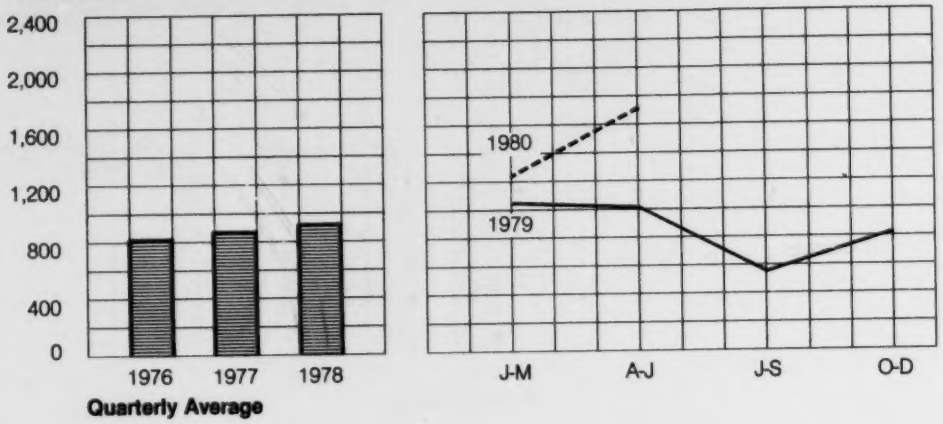
Source: Chief Counsel, AGC-10, Updated Monthly, July 1980

Monthly Management Report/September 1980

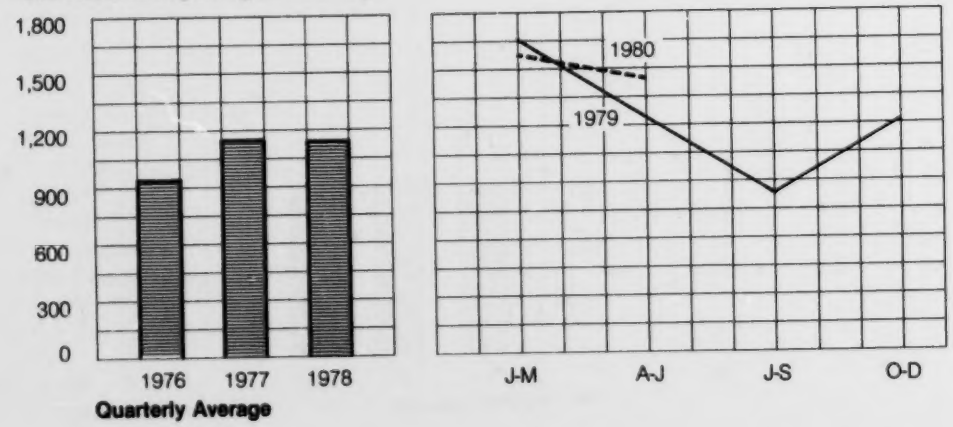
Airmen Safety Education

Physiological Training—pilot oriented training directed toward survival in the flight environment. The pilot is familiarized with the physiological problem of flight, and taught to use the many devices that have been developed to assist in compensating for the numerous environmental changes that are caused by flight. Global Survival—provides pilots with knowledge, principles and practices for survival in a hostile environment in case of crash or ditching.

Total Accident Prevention Clinics



Total Pilots in Physiological Training



Airman Safety Education

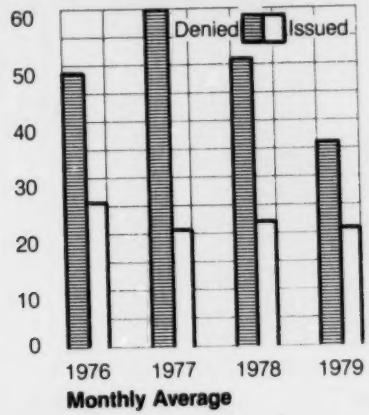
	1976	1977	1978	1979	Apr-Jun 1979	Apr-Jun 1980
Accident Prevention Clinics	3,304	3,476	3,656	3,454	**1,013**	**1,704**
(Aviation Medicine Participation)	(53)	(33)	(55)	(30)	**(15)**	**(17)**
Aviation Medical Examiner Seminars	15	12	14	16	**4**	**5**
Pilot Training						
Physiological Training	3,759	4,589	4,572	4,919	**1,232**	**1,441**
Global Survival Training	0	0	0	0	**18**	**29**
Total	**3,759**	**4,589**	**4,572**	**4,919**	**1,250**	**1,470**

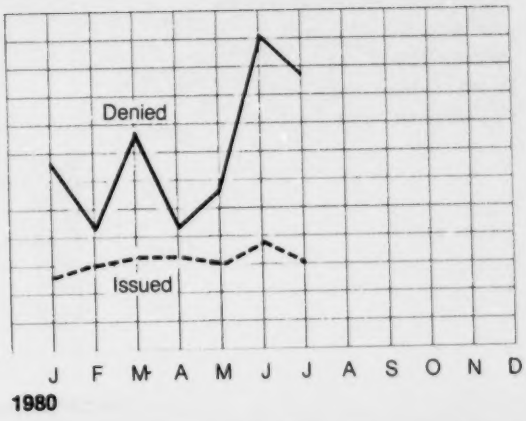
Source: Aviation Medicine, AAM-600 and Flight Operations, AFO-800, Updated Quarterly, June 1980

Monthly Management Report/September 1980

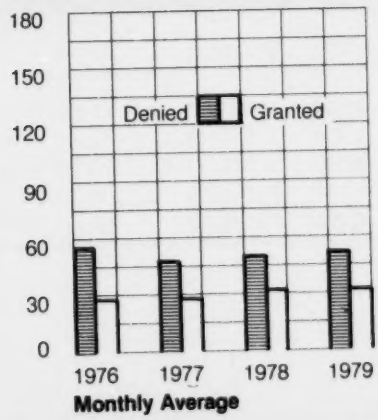
Airmen Medical Certification Appeals

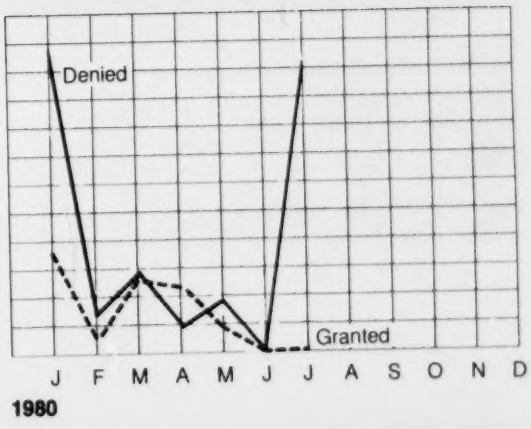
Federal Air Surgeon Reconsiderations





Petitions





	1976	1977	1978	1979	July 1979	July 1980
Reconsideration Decisions Rendered	900	974	868	683	58	63
Airman Medical Certificates Issued	309	249	259	248	17	15
Airman Medical Certificates Denied	591	725	609	435	41	48
Petitions						
Petitions Received	1,030	1,080	1,136	1,164	92	115
Petitions Granted	346	346	375	372	56	0
Petitions Denied	678	588	617	626	62	152
Petitions Pending	460	524	596	686	598	808

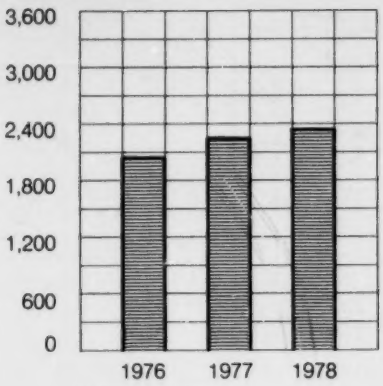
Source: Aviation Medicine, AAM-600, Updated Monthly, July 1980

Monthly Management Report/September 1980

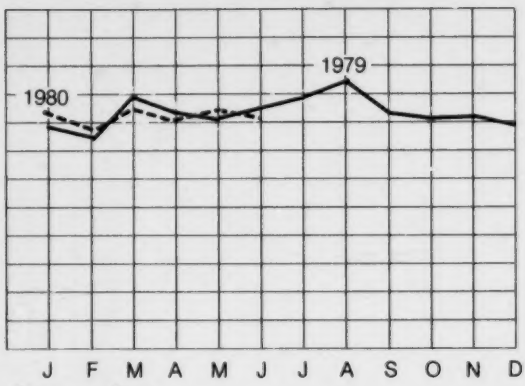
Aircraft Handled at Air Route Traffic Control Centers

Aircraft Handled—The number of departures multiplied by two plus the number of overs.
**Preliminary*
Note: Totals may not add due to rounding.

Aircraft Handled



Monthly Average



January-June
1979: 14,832
1980: 14,878→0%*

Source: Management Systems, AMS-200, Updated Monthly, June 1980

Monthly Management Report/September 1980

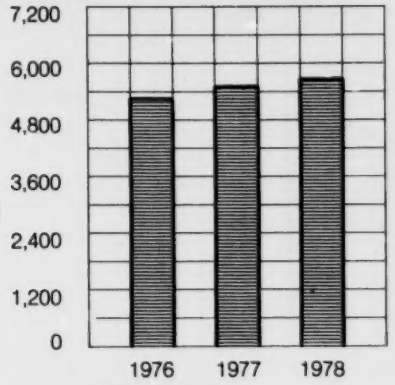
Aircraft Handled

	1976	1977	1978	1979	June 1979	June 1980*
Air Carrier	12,598	13,253	13,822	13,955	**1,181**	**1,157**
Air Taxi	1,418	1,738	1,967	2,448	**197**	**208**
General Aviation	6,070	7,177	7,920	9,014	**750**	**715**
Military	4,134	4,594	4,671	4,785	**426**	**416**
Total	**24,220**	**26,762**	**28,381**	**30,202**	**2,554**	**2,496**

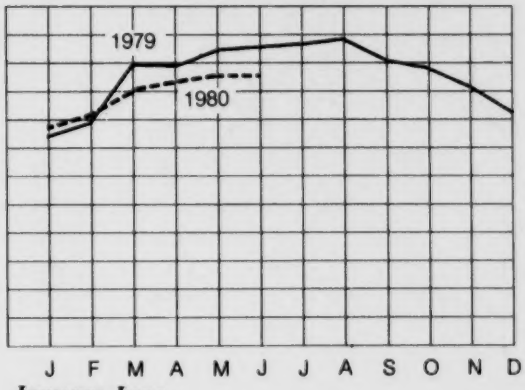
Operations at FAA Air Traffic Control Towers

**Preliminary*
Note: Totals may not add due to rounding.

Total Operations



Monthly Average



January-June
1979: 33,586
1980: 32,179 ↓4%*

Operations

	1976	1977	1978	1979	June 1979	June 1980*
Air Carrier	9,574	9,882	10,214	10,326	**869**	**839**
Air Taxi	2,977	3,419	3,883	4,490	**399**	**389**
General Aviation	48,793	50,836	51,664	51,703	**4,838**	**4,323**
Military	2,630	2,665	2,532	2,554	**233**	**214**
Total	**63,975**	**66,801**	**68,294**	**69,073**	**6,340**	**5,765**

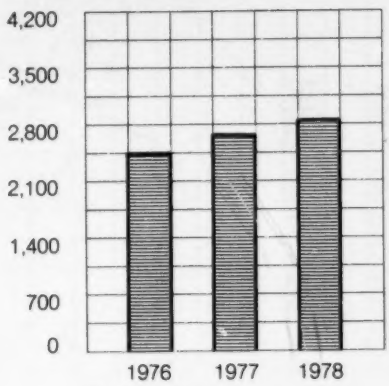
Source: Management Systems, AMS-200, Updated Monthly, June 1980

Monthly Management Report/September 1980

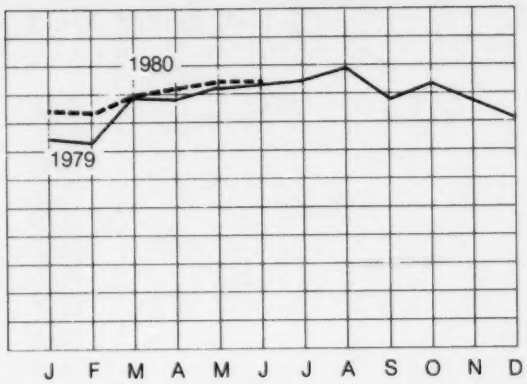
Instrument Operations at FAA Air Traffic Control Towers

**Preliminary*
Note: Totals may not add due to rounding.

Instrument Operations



Monthly Average



January-June
1979: 17,832
1980: 18,681 ↑5%*

Source: Management Systems, AMS-200, Updated Monthly, June 1980

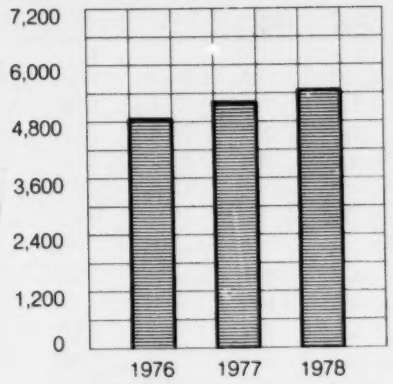
Monthly Management Report/September 1980

Instrument Operations	1976	1977	1978	1979	June 1979	June 1980*
Air Carrier	9,781	10,197	10,584	10,688	**925**	**869**
Air Taxi	2,269	2,714	3,149	3,842	**340**	**338**
General Aviation	13,654	15,510	16,781	18,415	**1,627**	**1,691**
Military	3,643	3,741	3,696	3,988	**350**	**359**
Total	**29,348**	**32,162**	**34,209**	**36,933**	3,242	3,256

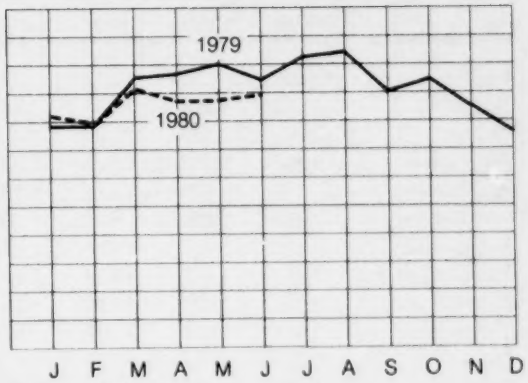
Flight Services

Flight Services = Sum of flight plans originated and pilots briefs multiplied by two, plus the number of aircraft contacted.
**Preliminary*
***Includes Flight Service Station and Combined Stations/Towers but excludes International Flight Service Stations*
Note: Totals may not add due to rounding.

Flight Services



Monthly Average



January-June
1979: 32,887
1980: 31,254 ↓5%

Source: Management Systems, AMS-200, Updated Monthly, June 1980

Monthly Management Report/September 1980

Flight Services**	1976	1977	1978	1979	June 1979	June 1980*
Pilot Briefs	16,136	17,422	18,277	18,955	**1,568**	**1,468**
Flight Plans Originated	8,209	8,850	9,170	9,437	**827**	**765**
Aircraft Contacted	9,904	10,179	10,319	10,175	**986**	**881**
Total	**58,594**	**62,722**	**65,214**	**66,959**	**5,776**	**5,348**

Regional Air Traffic Data

Region	ARTC Aircraft Handled				June		Flight Services**				June	
	1976	1977	1978	1979	1979	1980*	1976	1977	1978	1979	1979	1980*
Alaskan	305	306	307	317	**31**	**31**	2,618	2,760	2,686	2,246	**237**	**234**
Central	1,093	1,258	1,351	1,443	**123**	**118**	5,022	5,405	5,285	5,295	**469**	**422**
Eastern	2,945	3,265	3,228	3,436	**297**	**282**	8,436	9,011	9,490	9,858	**899**	**818**
Great Lakes	5,848	6,360	6,706	6,999	**612**	**570**	8,342	9,101	9,242	9,381	**850**	**773**
New England	911	974	1,012	1,128	**99**	**95**	1,940	2,001	2,123	2,393	**227**	**205**
Northwest	709	850	924	996	**82**	**88**	2,793	2,927	3,027	3,091	**273**	**266**
Pacific/Asia	424	434	456	464	**38**	**37**	508	564	584	573	**48**	**49**
Rocky Mountain	1,340	1,477	1,619	1,820	**154**	**155**	3,458	3,842	4,101	4,101	**373**	**344**
Southern	5,100	5,634	6,156	6,365	**517**	**504**	10,435	10,901	11,639	12,275	**1,009**	**931**
Southwest	3,427	3,836	4,042	4,541	**381**	**371**	7,941	8,570	9,129	9,487	**727**	**695**
Western	2,119	2,368	2,579	2,694	**220**	**244**	7,100	7,640	7,908	8,261	**664**	**609**
Total	**24,220**	**26,762**	**28,381**	**30,202**	**2,554**	**2,496**	58,594	62,722	65,214	66,959	**5,776**	**5,348**

Region	Total Tower Operations				June		Instrument Operations				June	
	1976	1977	1978	1979	1979	1980*	1976	1977	1978	1979	1979	1980*
Alaskan	1,084	1,141	1,052	1,000	**119**	**119**	216	206	208	199	**18**	**29**
Central	3,144	3,164	3,212	3,210	**299**	**257**	1,529	1,622	1,747	1,801	**153**	**152**
Eastern	7,903	8,469	8,512	8,384	**795**	**741**	4,774	5,182	5,376	5,855	**552**	**519**
Great Lakes	10,394	10,238	10,445	10,391	**981**	**882**	4,643	5,167	5,567	6,084	**557**	**521**
New England	3,026	3,145	3,265	3,256	**347**	**299**	992	1,142	1,226	1,368	**133**	**118**
Northwest	3,415	3,635	3,622	3,587	**350**	**289**	1,016	1,143	1,202	1,372	**124**	**113**
Pacific/Asia	612	684	801	871	**71**	**65**	484	500	534	570	**46**	**50**
Rocky Mountain	2,932	3,138	3,131	3,269	**298**	**277**	1,150	1,299	1,388	1,427	**122**	**129**
Southern	10,893	11,390	11,963	12,213	**1,058**	**940**	6,552	7,244	7,841	8,337	**709**	**701**
Southwest	6,982	7,542	7,759	8,030	**710**	**687**	3,673	4,004	4,299	4,715	**378**	**445**
Western	13,590	14,256	14,531	14,863	**1,313**	**1,209**	4,318	4,613	4,821	5,205	**450**	**480**
Total	**63,975**	**66,801**	**68,294**	**69,073**	**6,340**	**5,765**	29,348	32,162	34,209	36,933	**3,242**	**3,256**

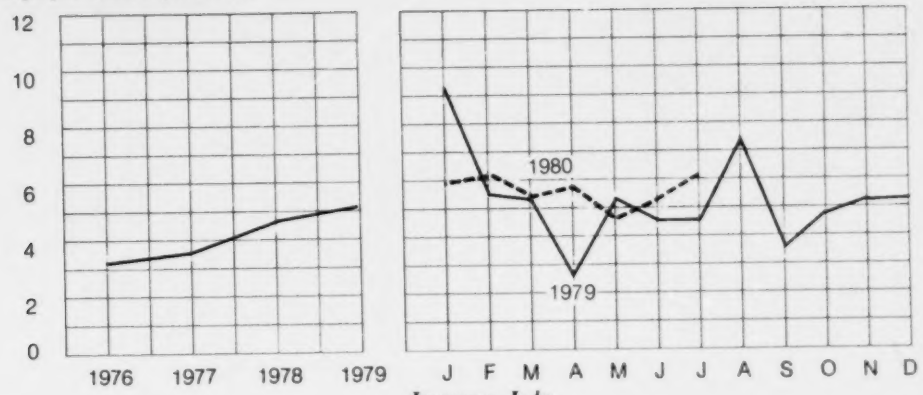
In Thousands
**Preliminary*
***Includes Flight Service Stations and Com-- bined Station/Towers but excludes International Flight Service Stations.*
Note: Totals may not add due to rounding.

Source: Management Systems, AMS-200, Updated Monthly, June 1980

Monthly Management Report/September 1980

Air Traffic Delays of 30 Minutes or More– Systemwide

Delays per 1,000 Operations



January-July
1979: 5.2
1980: 5.3 ↑2%

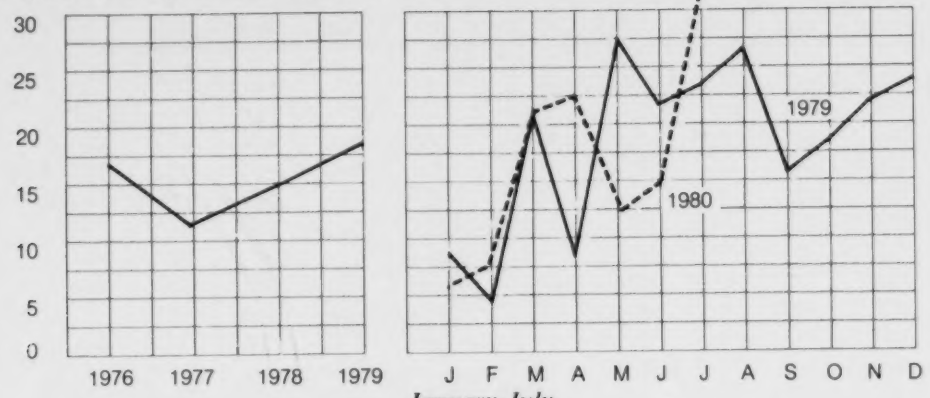
	1976	1977	1978	1979	July 1979	July 1980
Total Delays	36,196	39,063	52,239	61,598	**4,791**	**6,312**
Weather	76%	83%	79%	84%	**76%**	**84%**
Equipment Failures	4%	2%	7%	3%	**5%**	**3%**
Weather and Equipment Failures	11%	5%	3%	4%	**2%**	**5%**
Other Causes	9%	10%	11%	9%	**17%**	**8%**
Total Delays per 1,000 Operations	3.4	3.5	4.6	5.2	**4.6**	**6.2**

Source: Associate for Air Traffic and Airway Facilities, ATF-2, Updated Monthly, July 1980

Monthly Management Report/September 1980

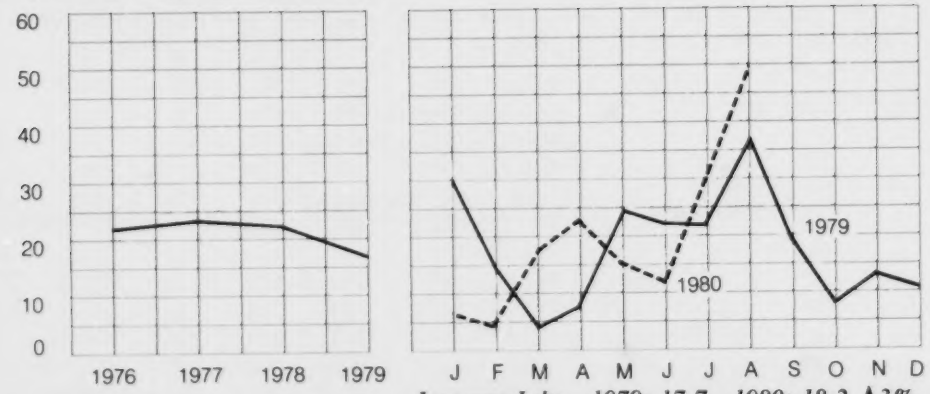
Air Traffic Delays of 30 Minutes or More– LaGuardia, Kennedy Airports

Delays per 1,000 Operations (LaGuardia)



January-July
1979: 16.5
1980: 20.7 ↑25%

Delays per 1,000 Operations (Kennedy)



January-July 1979: 17.7 1980: 18.2 ↑3%

Source: Associate for Air Traffic and Airway Facilities, ATF-4, Updated Monthly, July 1980

Monthly Management Report/September 1980

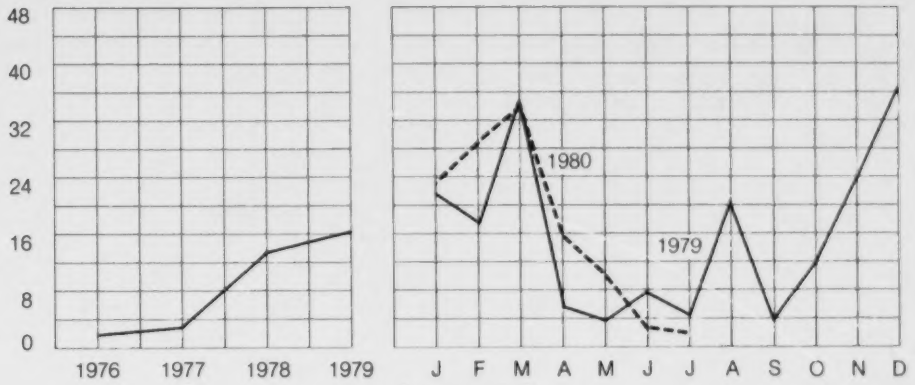
LaGuardia	1976	1977	1978	1979	July 1979	July 1980
Total Delays	5,803	4,049	5,460	6,293	**664**	**1,646**
Weather	74%	74%	72%	73%	**79%**	**62%**
Equip. Failures	3%	2%	14%	9%	**13%**	**2%**
Weather and Equip. Failure	19%	29%	1%	7%	**4%**	**15%**
Other Causes	4%	4%	13%	11%	**4%**	**21%**
Total Delays per 1,000 Operations	16.8	11.4	14.8	18.4	**23.3**	**59.6**

Kennedy	1976	1977	1978	1979	July 1979	July 1980
Total Delays	7,092	7,804	7,762	5,552	**612**	**1,384**
Weather	86%	91%	88%	84%	**96%**	**88%**
Equip. Failures	6%	1%	3%	2%	—	—
Weather and Equip. Failure	5%	—	1%	9%	—	**10%**
Other Causes	3%	8%	8%	5%	**4%**	**2%**
Total Delays per 1,000 Operations	21.3	22.2	21.6	17.1	**21.1**	**49.3**

Air Traffic Delays of 30 Minutes or More– Denver, Atlanta Airports

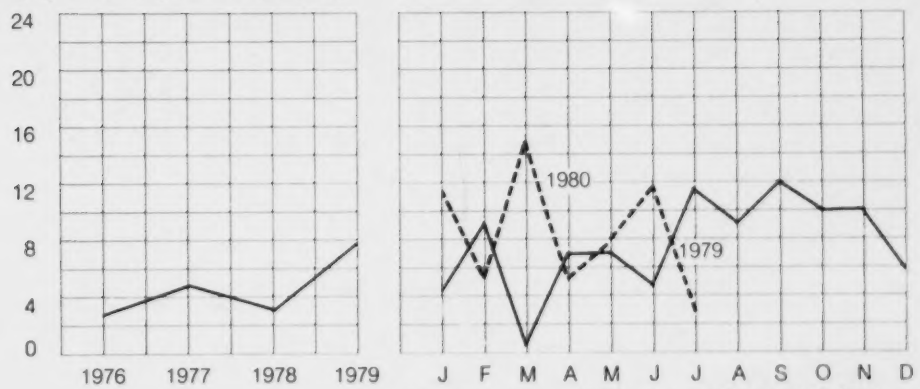
NA—Not Available

Delays per 1,000 Operations (Denver)



January-July
1979: 13.8
1980: 16.3 ↑18%

Delays per 1,000 Operations (Atlanta)



January-July 1979: 6.2 1980: 8.5 ↑37%

Source: Associate for Air Traffic and Airway Facilities, ATF-4, Updated Monthly, July 1980

Monthly Management Report/September 1980

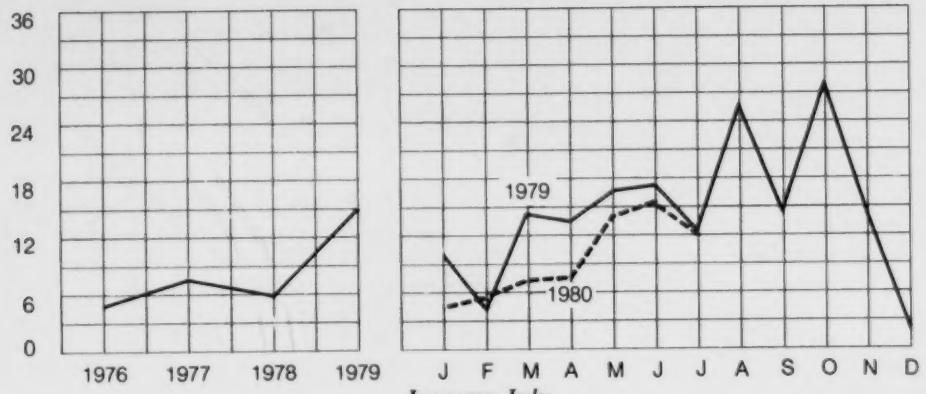
Denver	1976	1977	1978	1979	July 1979	July 1980
Total Delays	661	1,282	6,283	7,781	**191**	**79**
Weather	NA	NA	93%	99%	**100%**	**97%**
Equip. Failures	NA	NA	4%	—	—	—
Weather and Equip. Failure	NA	NA	—	—	—	—
Other Causes	NA	NA	3%	1%	—	**3%**
Total Delays per 1,000 Operations	1.5	2.7	13.4	18.0	**4.2**	**1.8**

Atlanta	1976	1977	1978	1979	July 1979	July 1980
Total Delays	1,339	2,443	1,770	4,545	**607**	**157**
Weather	67%	71%	65%	80%	**77%**	**75%**
Equip. Failures	11%	9%	7%	1%	—	—
Weather and Equip. Failure	9%	1%	3%	2%	—	—
Other Causes	13%	19%	25%	17%	**23%**	**25%**
Total Delays per 1,000 Operations	2.7	4.7	3.1	7.5	**11.5**	**3.0**

Air Traffic Delays of 30 Minutes or More– Boston, O'Hare Airports

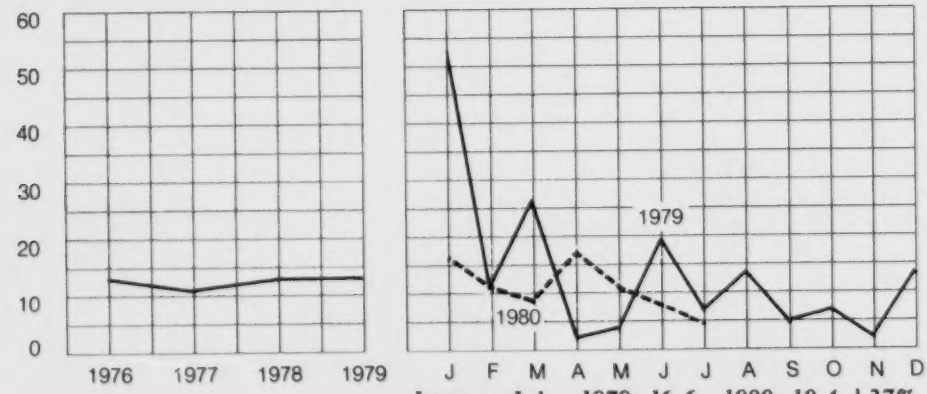
NA—Not Available

Delays per 1,000 Operations (Boston)



January-July
1979: 12.8
1980: 9.4 ↓27%

Delays per 1,000 Operations (O'Hare)



January-July 1979: 16.6 1980: 10.4 ↓37%

Source: Associate for Air Traffic and Airway Facilities, ATF-4, Updated Monthly, July 1980

Monthly Management Report/September 1980

Boston	1976	1977	1978	1979	July 1979	July 1980
Total Delays	1,464	2,679	2,019	5,352	**413**	**362**
Weather	NA	NA	78%	79%	**32%**	**91%**
Equip. Failures	NA	NA	3%	1%	**4%**	**—**
Weather and Equip. Failure	NA	NA	2%	3%	**7%**	**—**
Other Causes	NA	NA	17%	8%	**57%**	**9%**
Total Delays per 1,000 Operations	4.7	7.8	5.8	14.8	**12.2**	**12.0**

O'Hare	1976	1977	1978	1979	July 1979	July 1980
Total Delays	9,318	7,770	9,571	9,410	**454**	**271**
Weather	79%	88%	85%	94%	**70%**	**59%**
Equip. Failures	1%	1%	—	—	**—**	**—**
Weather and Equip. Failure	12%	8%	12%	1%	**—**	**—**
Other Causes	8%	3%	3%	5%	**30%**	**41%**
Total Delays per 1,000 Operations	12.9	10.4	12.8	12.7	**6.7**	**4.3**

National Airspace System Facilities

Facilities	Acronym/ Abbrev.	1976	1977	1978	1979	1980 J-M	1980 A-J	1980 J-S	1980 O-D
Total Facilities		**16,902**	**17,337**	**17,964**	**18,384**	**18,602**	**18,753**		
A. Primary Facilities Total		**12,581**	**13,027**	**13,658**	**14,428**	**14,637**	**14,808**		
1. Air Navigation System									
Tactical Air Navigation Facility Colocated With a Very High Frequency Omnidirectional Range	TACR	706	698	697	695	695	695		
Very High Frequency Omnidirectional Range	VOR	919	926	930	932	934	934		
Approach Light System	ALS	212	152	133	128	127	126		
Instrument Landing System—Glide Slope Component	ILS-GS	544	566	580	607	610	615		
Instrument Landing System—Localizer Component	ILS-LOC	593	620	633	686	695	705		
Runway End Identification Lights	REIL	187	210	286	368	379	392		
Runway Visual Range	RVR	362	376	390	397	401	404		
Visual Approach Slope Indicator	VASI	340	502	662	775	801	825		
Other		2,483	2,382	2,479	2,647	2,472	2,503		
2. Air Traffic Control System									
A. Enroute Control Service Subtotal		**1,838**	**1,892**	**2,019**	**2,132**	**2,165**	**2,192**		
Air Route Surveillance Radar	ARSR	97	99	99	103	105	106		
Air Route Traffic Control Center	ARTCC	23	23	23	22	22	22		
Combined Air Route Traffic Control Center and Radar Approach Control	CERAP	2	2	2	3	3	3		
Remote Center Air/Ground Communication	RCAG	510	523	542	563	573	580		
Other		1,206	1,245	1,353	1,441	1,218	1,233		
B. Terminal Control Services Subtotal		**2,451**	**2,620**	**2,707**	**2,852**	**2,918**	**2,959**		
Airport Surveillance Radar	ASR	164	178	182	181	183	184		
Air Traffic Control Tower	ATCT	413	425	428	428	429	430		
Combined Station-Tower	CST	18	8	6	5	4	4		
Direction Finder Equipment	DF	47	38	34	30	27	25		
Other		1,809	1,971	2,057	2,207	2,270	2,312		
C. Flight Service Facilities Subtotal		**1,946**	**2,083**	**2,142**	**2,209**	**2,218**	**2,230**		
Direction Finder Equipment	DF	168	170	171	173	174	176		
Flight Service Station	FSS	319	318	318	317	317	317		
International Flight Service Station	IFSS	7	7	6	6	6	6		
Remote Communications Outlet	RCO	26	785	844	878	890	902		
Other		1,426	803	803	835	818	818		
B. Secondary Facilities/Buildings Total		**4,321**	**4,310**	**4,306**	**3,956**	**3,965**	**3,945**		

Source: Airway Facilities, AAF-100, Updated Quarterly, June 1980

Monthly Management Report/September 1980

Inventory of Active FAA Aircraft

Type Aircraft	1976	1977	1978	1979	1980 3/31/80	1980 6/30/80	1980 9/30/80	1980 12/31/80
FAA Owned								
B-720 Boeing	1	1	1	0	0	0		
CV-880 Convair	1	1	1	1	1	1		
L-1329 Lockheed	1	1	1	1	1	1		
B-727 Boeing	3	4	4	4	4	4		
DC-9 McDonnell-Douglas	1	1	1	1	1	1		
Sabre 40 Rockwell	4	4	4	4	4	4		
Sabre 80 Rockwell	15	15	15	15	15	15		
AC-1121 Rockwell	5	5	5	5	5	5		
L-188 Lockheed	1	1	0	0	0	0		
CV-580 Convair	5	5	5	5	5	5		
G-159 Grumman	3	3	3	3	3	3		
BE-200 Beechcraft	1	1	1	1	1	1		
DC-6 Douglas	1	0	0	0	0	0		
C-123 Fairchild	1	1	1	1	1	1		
T-29 Convair	3	0	0	0	0	0		
CE-500 Cessna	0	0	1	1	1	1		
DC-3 Douglas-Type II	13	8	4	4	4	4		
DC-3 Douglas	1	0	0	0	0	0		
AC-680 Rockwell	1	1	1	1	1	1		
BE-80 Beechcraft	4	4	4	4	4	4		
BE-55 Beechcraft	4	4	4	4	4	4		
C-90 Beechcraft	0	0	0	0	2	5		
Sub-Total FAA Owned	**69**	**60**	**56**	**55**	**57**	**60**		
Lease Purchase								
CE-421 Cessna	2	2	2	2	2	2		
CE-500 Cessna	1	1	0	0	0	0		
Sub-Total Lease Purchase	**3**	**3**	**2**	**2**	**2**	**2**		
Exclusive Use Lease								
Sabre 40 Rockwell	1	1	1	1	1	1		
AC-1121 Rockwell	1	1	1	0	0	0		
Model 25 Gates Lear Jet	1	1	1	0	0	0		
BE-99 Beechcraft	1	0	0	0	0	0		
BE-90 Beechcraft	1	0	0	0	0	0		
DHC-6 Dehavilland	1	1	1	0	0	0		
AC-690A Rockwell	0	1	1	0	0	0		
CE-550 Cessna	0	0	1	1	1	1		
Bell 206L	0	0	1	1	1	1		
Sub-Total Excl. Use Lease	**6**	**5**	**7**	**3**	**3**	**3**		
Loan								
A-90 Beechcraft	1	1	1	1	1	1		
CH-53A Sikorsky	0	0	1	1	1	1		
T-39 Rockwell	0	0	0	1	1	1		
Sub-Total Loan	**1**	**1**	**2**	**3**	**3**	**3**		
Total Aircraft	**79**	**69**	**67**	**63**	**65**	**68**		

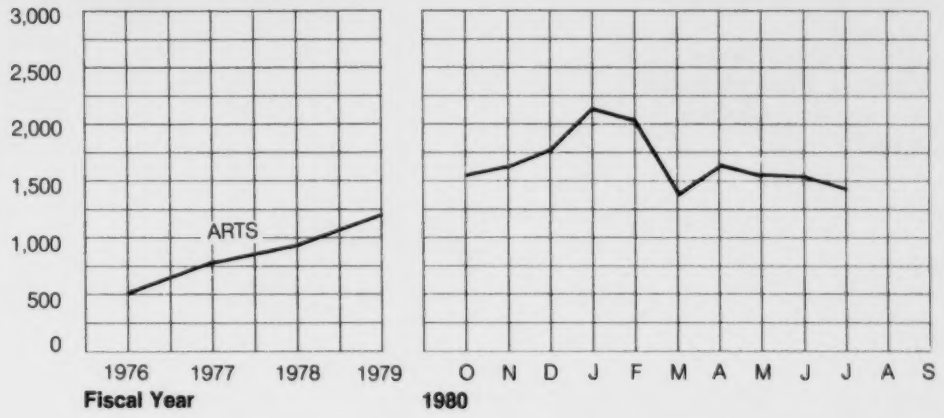
Source: Flight Operations, AFO-700, Updated Quarterly, June 1980

Monthly Management Report/September 1980

Unscheduled Outages and Restorations Terminal Systems –Air Traffic Control Services

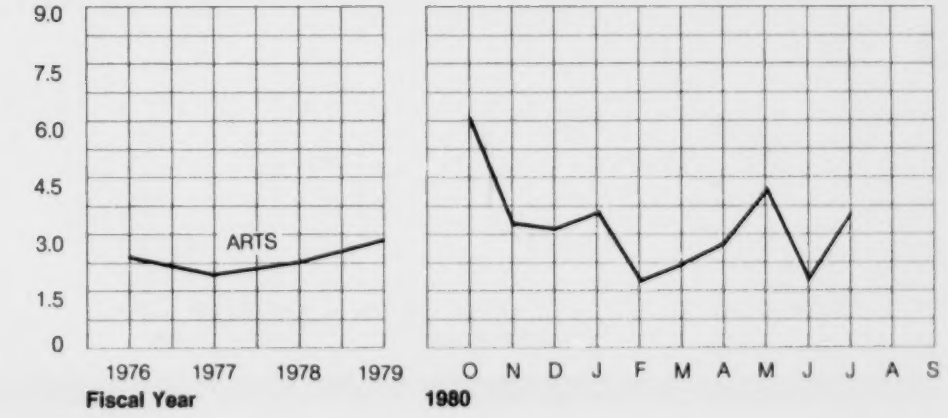
Unscheduled Outage: An unplanned interruption that lasts for one minute or more
Mean Time Between Outages: Represents the average time between outages

Mean Time Between Outages (Hrs.)



Mean Time to Restore: Represents the average duration per outage

Mean Time to Restore (Hrs.)



Source: Airway Facilities, AAF-100 Updated Monthly, July 1980

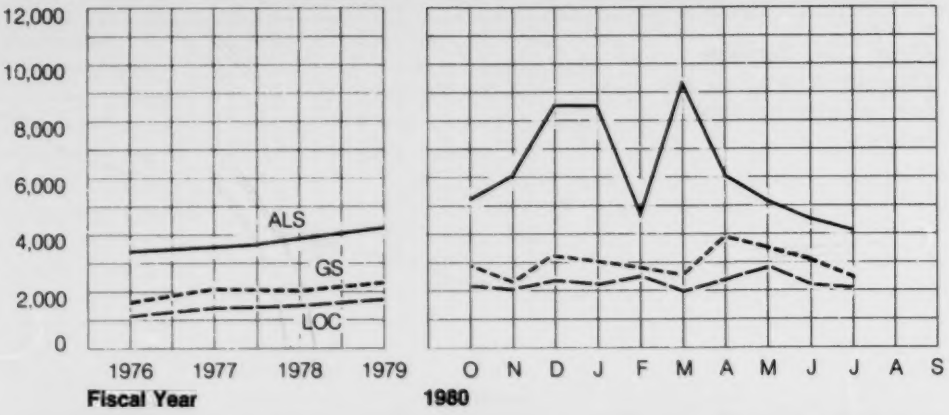
Monthly Management Report/September 1980

	Fiscal Year				July	
	1976	1977	1978	1979	**1979**	**1980**
Automated Radar Terminal Service (ARTS)						
Mean Time Between Outages	526	780	918	1,185	**1,297**	**1,441**
Mean Time to Restore	2.43	1.96	2.27	2.89	**2.51**	**3.56**

Unscheduled Outages and Restorations Terminal Systems –Landing Aids

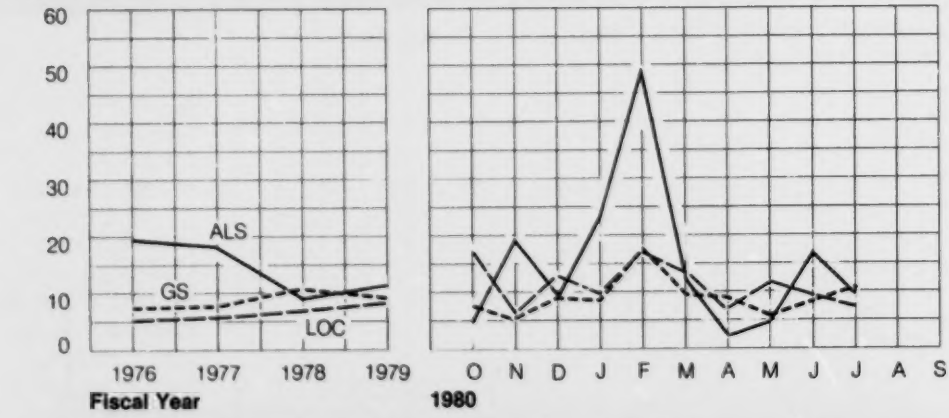
Unscheduled Outage: An unplanned interruption that lasts one minute or more
Mean Time Between Outages: Represents the average time between outages

Mean Time Between Outages (Hrs.)



Mean Time to Restore: Represents the average duration per outage

Mean Time to Restore (Hrs.)



	Fiscal Year				July	
	1976	1977	1978	1979	**1979**	**1980**
Airport Light System (ALS)						
Mean Time Between Outages	3,427	3,565	3,852	4,342	**4,563**	**4,071**
Mean Time to Restore	19.38	18.46	9.00	11.01	**11.76**	**9.67**
Glide Slope (GS)						
Mean Time Between Outages	1,658	2,093	2,009	2,382	**2,947**	**2,395**
Mean Time to Restore	7.03	7.56	10.40	9.4	**4.84**	**10.16**
Localizer (LOC)						
Mean Time Between Outages	1, 02	1,426	1,524	1,760	**1,742**	**2,133**
Mean Time to Restore	5.19	5.45	6.90	8.40	**5.96**	**7.51**

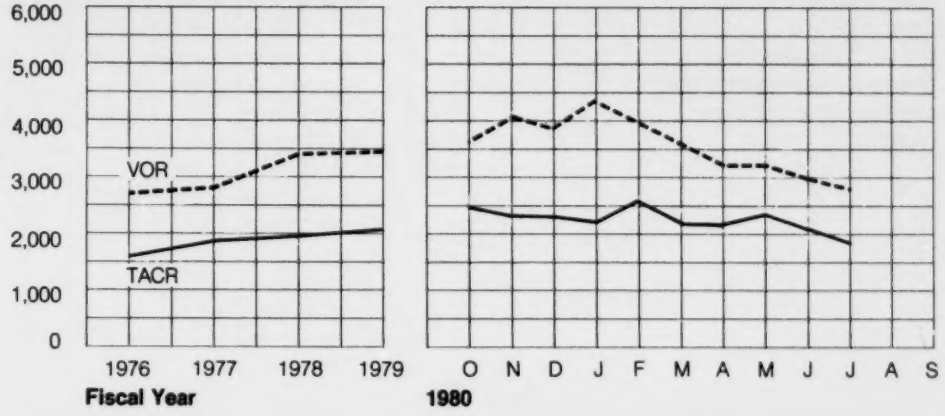
Source: Airway Facilities, AAF-100, Updated Monthly, July 1980

Monthly Management Report/September 1980

Unscheduled Outages and Restorations Enroute Systems –Navigational Aids

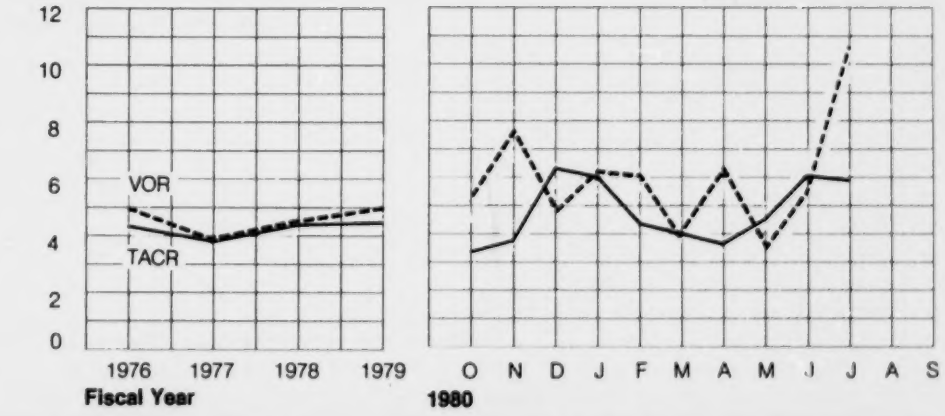
Unscheduled Outage: An unplanned interruption that lasts one minute or more
Mean Time Between Outages: Represents the average time between outages

Mean Time Between Outages (Hrs.)



Mean Time to Restore: Represents the average duration per outage

Mean Time to Restore (Hrs.)



	Fiscal Year				July	
	1976	1977	1978	1979	1979	1980
Very High Frequency Omnidirectional Range (VOR)						
Mean Time Between Outages	2,615	2,768	3,365	3,403	**3,501**	**2,773**
Mean Time to Restore	4.90	3.87	4.37	4.94	**4.52**	**10.7**
Tactical Air Navigational Facility Colocated with a VOR (TACR)						
Mean Time Between Outages	1,569	1,823	1,978	2,077	**1,978**	**1,832**
Mean Time to Restore	4.17	3.86	4.33	4.41	**3.73**	**5.9**

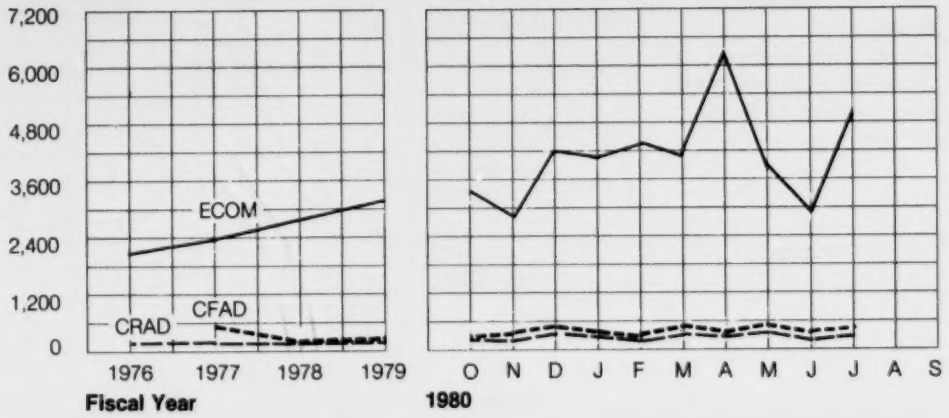
Source: Airway Facilities, AAF-100, Updated Monthly, July 1980

Monthly Management Report/September 1980

Unscheduled Outages and Restorations Enroute Systems –Air Traffic Control Services

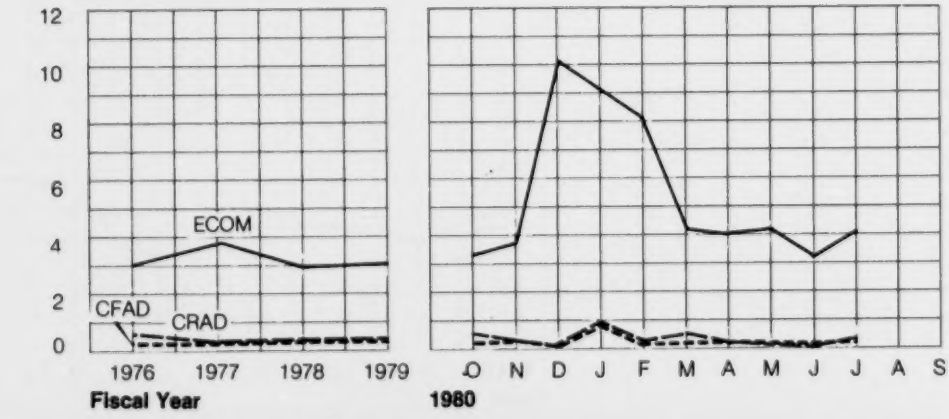
Unscheduled Outage: An unplanned interruption that lasts one minute or more
Mean Time Between Outages: Represents the average time between outages

Mean Time Between Outages (Hrs.)



Mean Time to Restore: Represents the average duration per outage

Mean Time to Restore (Hrs.)



	Fiscal Year				July	
	1976	1977	1978	1979	**1979**	**1980**
Composite Flight Data Processing (CFAD)						
Mean Time Between Outages	NA	489	197	252	**272**	**325**
Mean Time to Restore	.28	.21	.23	.23	**.23**	**.20**
Composite Radar Data Processing (CRAD)						
Mean Time Between Outages	133	141	131	175	**193**	**235**
Mean Time to Restore	.62	.25	.35	.34	**.23**	**.24**
Enroute Communications (ECOM)						
Mean Time Between Outages	2,091	2,333	2,707	3,169	**3,294**	**5,072**
Mean Time to Restore	3.01	3.69	2.99	3.04	3.61	4.03

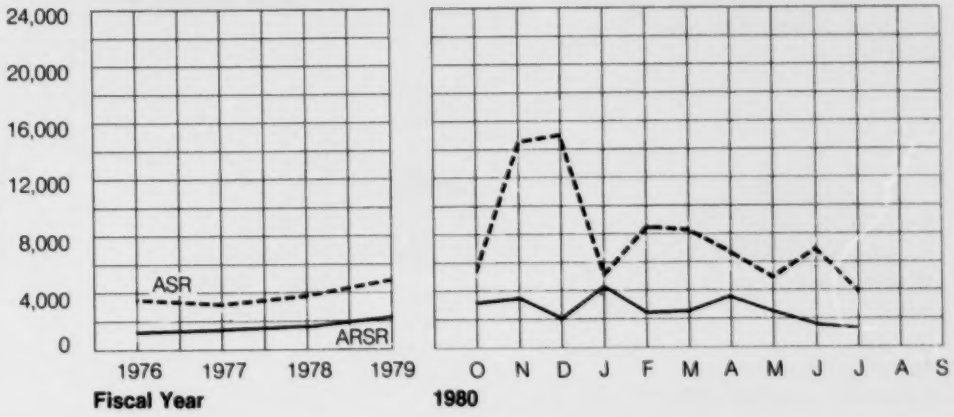
Source: Airway Facilities, AAF-100, Updated Monthly, July 1980

Monthly Management Report/September 1980

Unscheduled Outages and Restorations–Radar

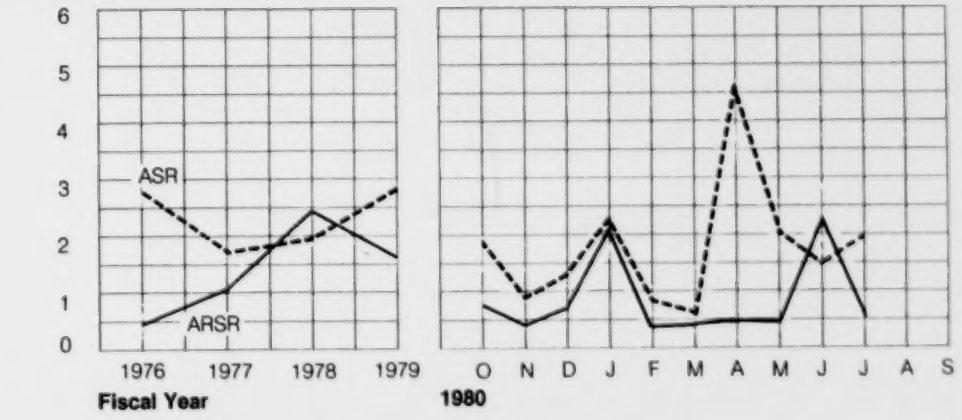
Unscheduled Outage: An unplanned interruption that lasts one minute or more
Mean Time Between Outages: Represents the average time between outages

Mean Time Between Outages (Hrs.)



Mean Time to Restore: Represents the average duration per outage

Mean Time to Restore (Hrs.)



	1976	1977	1978	1979	July 1979	July 1980
Air Route Surveillance Radar (ARSR)						
Mean Time Between Outages	1,126	1,507	1,787	2,122	**1,957**	**1,386**
Mean Time to Restore	0.43	1.10	2.45	1.57	**.94**	**.54**
Airport Surveillance Radar (ASR)						
Mean Time Between Outages	3,514	3,285	3,802	4,919	**3,722**	**3,991**
Mean Time to Restore	2.86	1.65	1.97	2.78	**2.99**	**1.95**

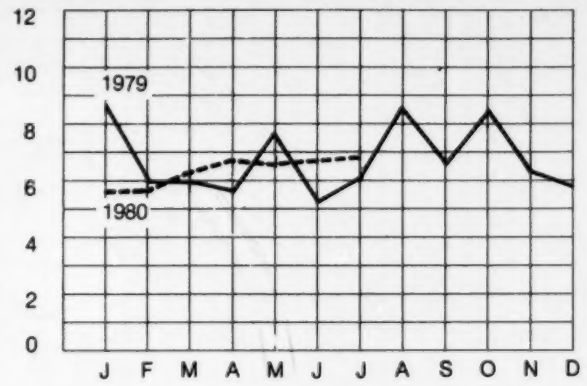
Source: Airway Facilities, AAF-100, Updated Monthly, July 1980

Monthly Management Report/September 1980

Enroute Systems
Computer Interruptions

Unscheduled Startover: An automation interruption where service is restored in less than one minute

Unscheduled Startovers per Air Route Traffic Control Center per Week

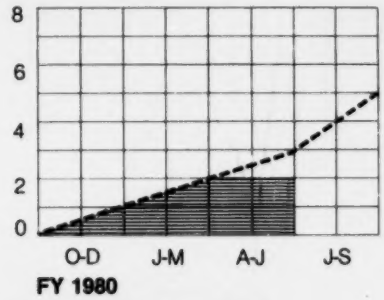


Source: Airway Facilities, AAF-100, Updated Monthly, July 1980

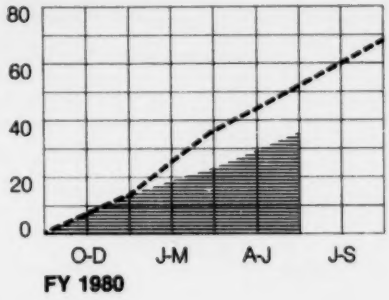
Monthly Management Report/September 1980

Facilities and Equipment 1980 Commissioning Plan –ARSR, DME, ILS, ALS/ MALSR, REIL, VASI, ARTS II, ASR and DF

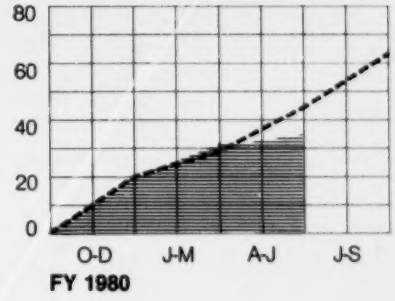
Air Route Surveillance Radar (ARSR)



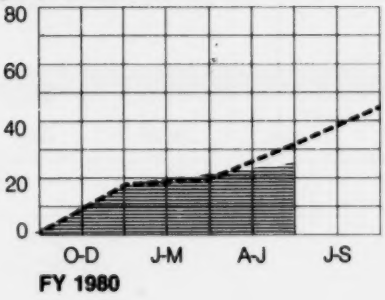
Distance Measuring Equipment (DME)



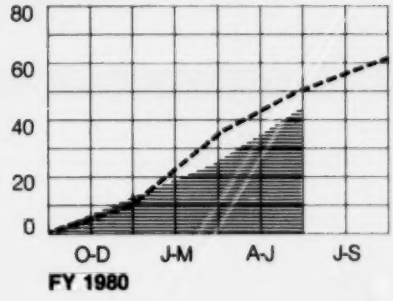
Instrument Landing System (ILS)



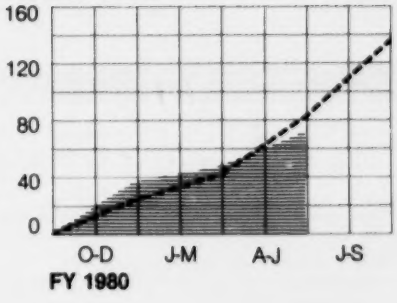
Approach Light System/Medium Intensity Approach Light System Runway Alignment Indicator Light (ALS/MALSR)



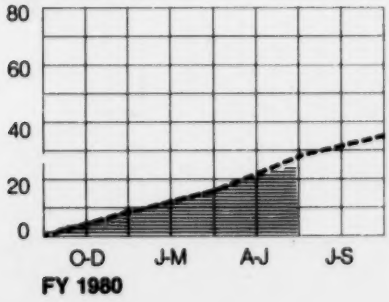
Runway End Identification Lights (REIL)



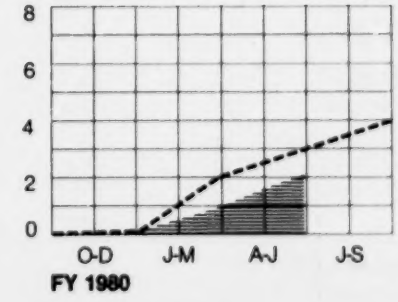
Visual Approach Slope Indicator (VASI)



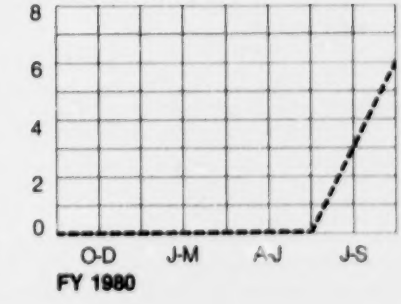
Automated Radar Terminal System (ARTS-II)



Airport Surveillance Radar (ASR)



Direction Finder (DF)



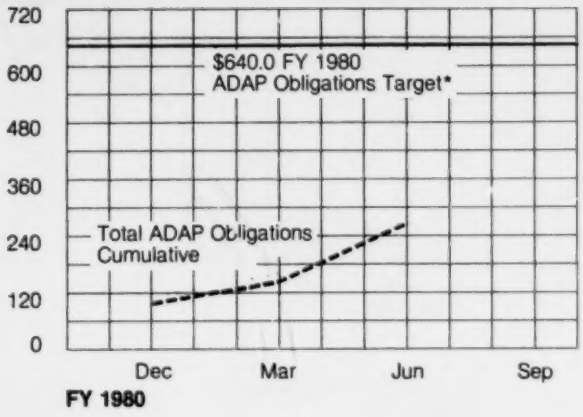
Program Goal

Accomplished

Source: Airway Facilities, AAF-100, Updated Quarterly, June 1980

Monthly Management Report/September 1980

Airport Grants Program Status



Source: Associate for Airports, ARP-10, Updated Quarterly, June 1980

Monthly Management Report/September 1980

Program	1976/TQ		1977		1978		1979		12/31/79		3/31/80		6/30/80		9/30/80	
	No. of Grants	Federal Funds	No. of Grants	Federal Funds	No. of Grants	Federal Funds	No. of Grants	Federal Funds	No. of Grants	Federal Funds	No. of Grants	Federal Funds	No. of Grants	Federal Funds	No. of Grants	Federal Funds
Airport Development Aid Program (ADAP) Obligations																
Air Carriers and Commuter Funds																
Entitlements		$210.6		$257.2		$332.3		$317.4		$ 92.8		$126.6		$182.6		
Air Carrier Discretionary		126.2		131.7		117.7		174.2		0		10.6		42.8		
Commuter Discretionary		18.4		15.4		15.0		15.0		0		0		4.9		
Total	335	$355.2	511	$434.3	504	$465.0	496	$506.6	16	$ 92.8	37	$137.2	149	$230.3		
General Aviation and Reliever Funds																
Entitlements		31.3		43.8		44.3		47.5		2.9		3.1		17.6		
General Aviation Discretionary		11.0		13.2		14.9		36.0		0		0		1.8		
Reliever Discretionary		18.8		15.0		15.0		34.1		0		0.1		8.3		
Territorial Discretionary		0		0		0.6		0		0		0		0		
Total	190	$ 61.1	246	$ 72.0	257	$74.8	361	$117.6	24	$ 2.9	34	$ 3.2	95	$ 27.7		
Grand Total ADAP Obligations	525	$416.3	757	$506.3	761	$539.8	856	$624.2	40	$ 95.7	71	$140.4	244	$258.0		
Total ADAP Funds Authorized in AADA[a]		$500.0		$510.0		$540.0		$575.0		$810.0		$667.0[c]		$667.0		
Total ADAP Funds Available for Obligation (Section 302 of Appropriations Act)		$437.5		$545.0[b]		$540.0		$629.1		$640.0		$640.0		$640.0		
Planning Grant Program (PGP) Obligations	122	$ 6.0	205	$ 11.8	242	$ 14.0	241	$ 15.0	27	$ 1.3	55	$ 3.3	80	$ 5.1		
Total PGP Funds Authorized in AADA[a]		$ 15.0		$ 15.0		$ 15.0		$ 15.0		$ 15.0		$ 30.0[c]		$ 30.0		
Total PGP Funds Available for Obligation in Appropriations Acts		$ 17.8		0		$ 14.0		$ 15.0		$ 10.0		$ 10.0		$ 10.0		

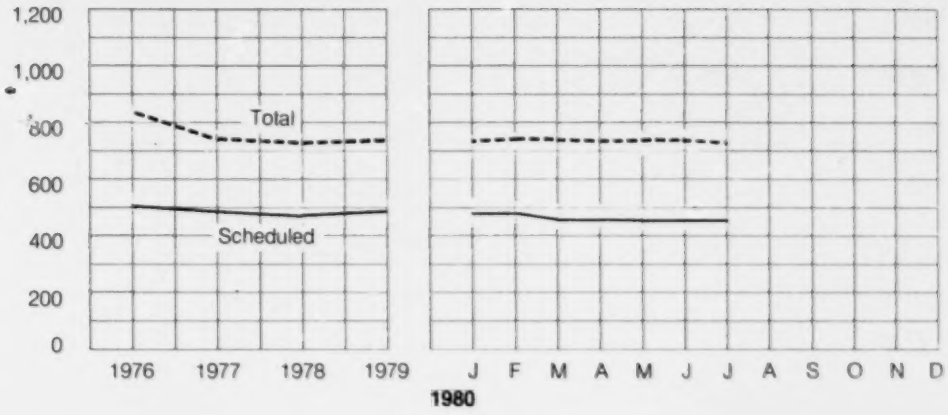
[a] *Airport and Airway Development Act of 1970, as amended.*

[b] *Includes $35 million provided under Economic Stimulus Appropriations Act (P.L. 95-29).*

[c] *The Aviation Safety and Noise Abatement Act of 1979 (P.L. 96-193), enacted 2/18/80, increases authorized levels for the ADAP and PGP.*

Airport Certification Status

Number of Certificated Air Carrier Airports



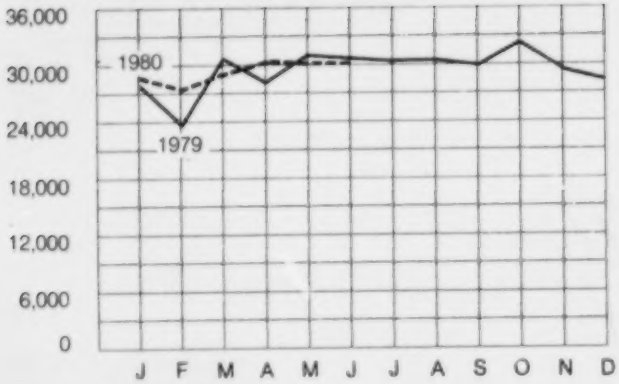
Source: Associate for Airports, ARP-10, Updated Monthly, July 1980

Monthly Management Report/September 1980

Certificated Air Carrier Airports	1976	1977	1978	1979	July 1979	July 1980
Scheduled Air Carrier Service	518	486	473	477	**481**	**453**
Unscheduled Air Carrier Service	329	261	257	259	**248**	**271**
Total	**847**	**747**	**730**	**736**	**729**	**724**

Washington National Airport Traffic Summary

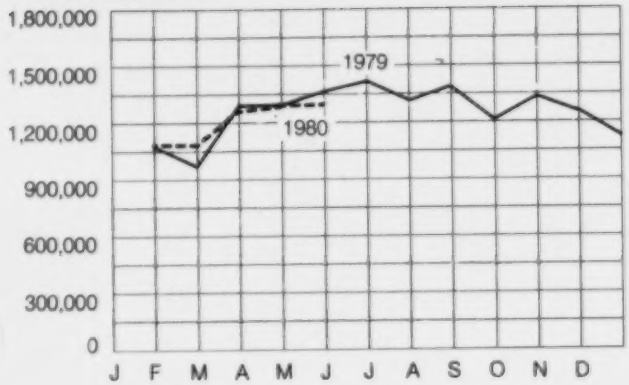
Total Operations



January-June
1979: 171,991 1980: 176,043 ↑2%

Operations	1976	1977	1978	1979	June 1980
Air Carrier	206,712	212,406	208,748	207,112	**16,977**
Air Taxi	43,238	46,658	48,713	48,594	**4,126**
General Aviation	75,554	85,859	94,132	96,802	**8,986**
Military	579	529	451	396	**42**
Total	**326,083**	**345,452**	**352,044**	**352,904**	**30,131**

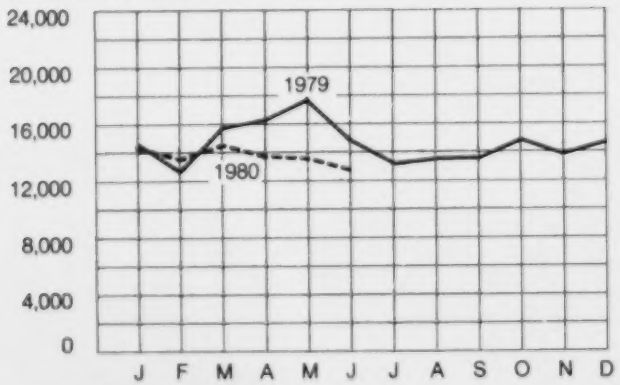
Total Passengers



January-June
1979: 7,519,370 1980: 7,350,718 ↓2%

Passengers (000)	1976	1977	1978	1979	June 1980
Air Carrier	11,735	12,612	13,461	14,278	**1,228**
Air Taxi	419	444	507	632	**62**
General Aviation	183	202	208	224	**20**
Military	—	—	—	—	—
Total	**12,337**	**13,258**	**14,176**	**15,134**	**1,310**

Total Cargo (000 lbs.)



January-June
1979: 91,006 1980: 82,153 ↓10%

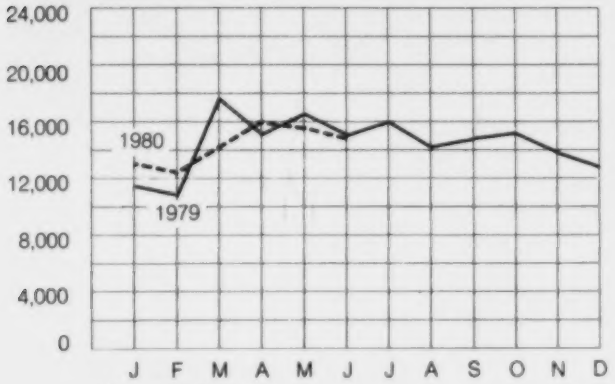
Cargo (000 lbs.)	1976	1977	1978	1979	June 1980
Mail	83,652	86,733	95,637	97,939	**8,369**
Freight	83,332	83,178	85,087	75,848	**4,521**
Total	**166,984**	**169,911**	**180,724**	**173,787**	**12,890**

Source: Associate for Airports, ARP-10, Updated Monthly, June 1980

Monthly Management Report/September 1980

Dulles International Airport Traffic Summary

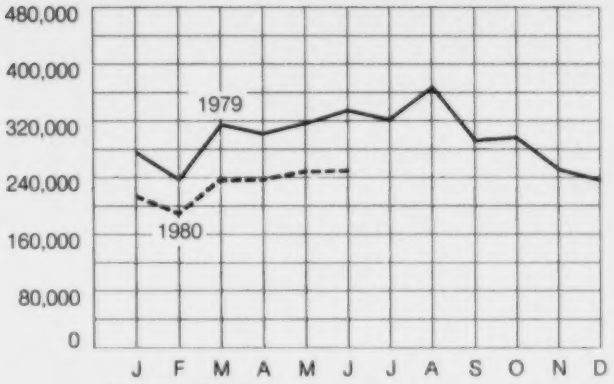
Total Operations



January-June
1979: 86,456 1980: 85,382 ↓1%

Operations	1976	1977	1978	1979	June 1980
Air Carrier	57,364	55,876	54,747	53,181	**3,039**
Air Taxi	11,739	6,945	4,869	9,210	**810**
General Aviation	96,601	109,863	108,796	101,175	**9,991**
Military	20,016	13,687	8,709	9,408	**885**
Total	**187,720**	**186,391**	**177,121**	**172,974**	**14,725**

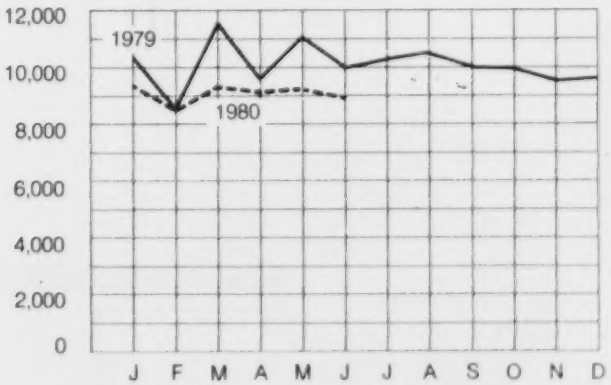
Total Passengers



January-June
1979: 1,773,604 1980: 1,372,408 ↓23%

Passengers (000)	1976	1977	1978	1979	June 1980
Air Carrier	2,676	2,693	3,011	3,112	**230**
Air Taxi	15	14	11	27	**2**
General Aviation	109	118	122	124	**12**
Military	41	43	46	62	**5**
Total	**2,841**	**2,868**	**3,190**	**3,525**	**249**

Total Cargo (000 lbs.)



January-June
1979: 61,240 1980: 54,276 ↓11%

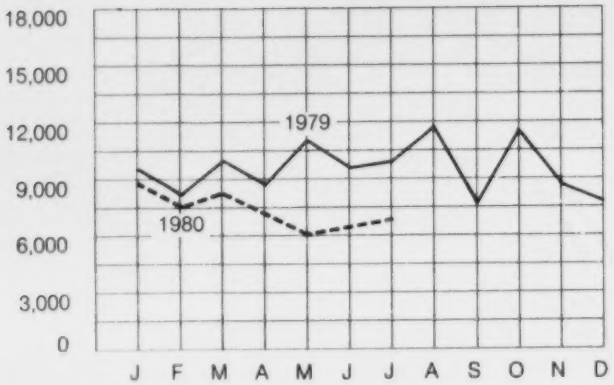
Cargo (000 lbs.)	1976	1977	1978	1979	June 1980
Mail	30,233	38,241	45,920	48,134	**3,817**
Freight	67,822	70,705	75,278	72,811	**5,13[illegible]**
Total	**98,055**	**108,946**	**121,198**	**120,945**	**8,95[illegible]**

Source: Associate for Airports, ARP-10, Updated Monthly, June 1980

Monthly Management Report/September 1980

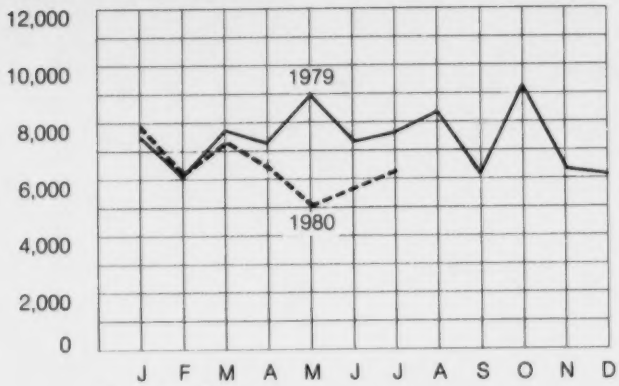
Aircraft Registration Activity

Bills of Sale



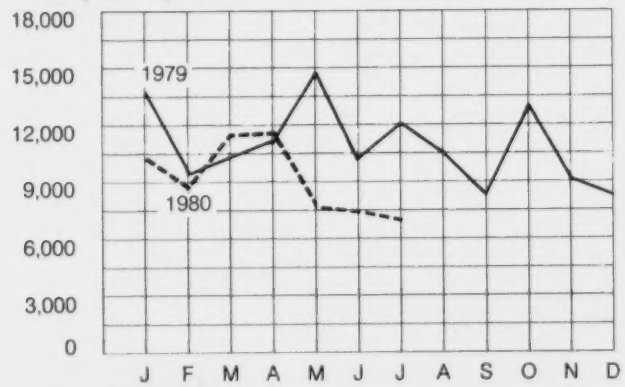
January-July
1979: 67,137 1980: 51,480 ↓23%

Applications for Registration



January-July
1979: 52,233 1980: 44,740 ↓14%

Security Conveyances



January-July
1979: 81,542 1980: 64,197 ↓21%

Source: Aeronautical Center, AAC-200, Updated Monthly, July 1980

Monthly Management Report/September 1980

Documents Received	1976	1977	1978	1979	June 1979	June 1980
Bills of Sale	110,208	115,490	125,260	115,702	**9,801**	**6,848**
Applications for Registration	87,535	89,194	97,492	91,450	**7,600**	**6,225**
Security Conveyances	115,716	125,555	140,894	130,856	**12,025**	**6,689**

Aircraft Loan Guarantee Status

Aircraft Loan Guarantee Contingent Liability Limit FY 1980 = $650 Million
Not in Existance in 1977 and 1978

Source: Aviation Policy, AVP-200, Updated Quarterly, June 1980

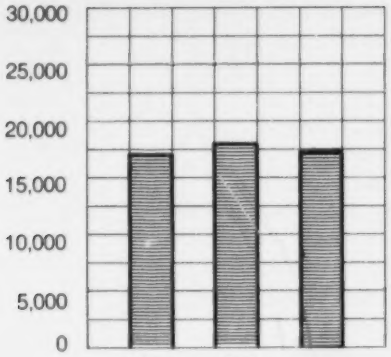
Monthly Management Report/September 1980

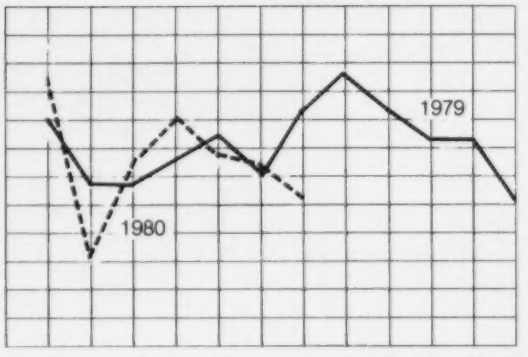
	As of 12/3/79	As of 3/31/80	As of 6/30/80
Number of Guaranteed Loans Outstanding			
Commuter Carriers	5	8	12
Other Eligible Carriers	23	25	25
Value of Guaranteed Loans Outstanding			
Commuter Carriers ($ Millions)	$ 12	$ 25	$ 40
Other Eligible Carriers ($ Millions)	$191	$189	$191
Number of Loan Guarantee Applications on Hand			
Commuter Carriers	11	12	10
Other Eligible Carriers	6	6	8
Value of Loan Guarantee Applications on Hand			
Commuter Carriers ($ Millions)	$ 29	$ 38	$ 33
Other Eligible Carriers ($ Millions)	$338	$374	$408

Airmen Certificates Issued

**Not included in total.*

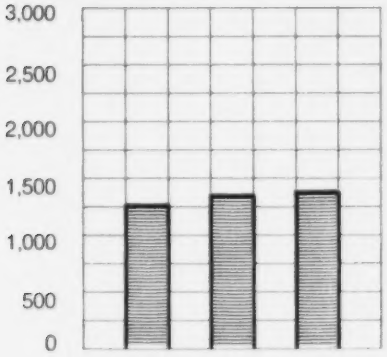
Total Certificates Issued (Pilots)

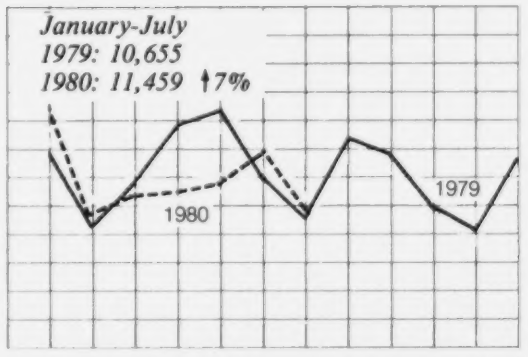




January-July
1979: 120,358
1980: 102,444 ↓15%

Total Certificates Issued (Non-Pilots)





Source: Management Systems, AMS-200, Updated Monthly, July 1980

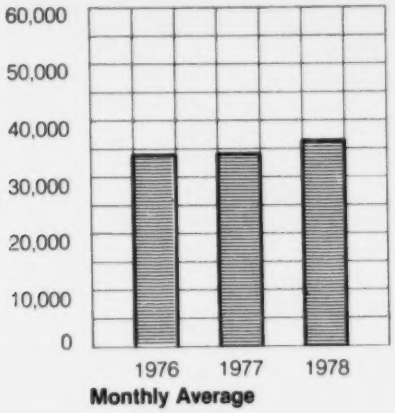
Monthly Management Report/September 1980

Pilots	1976	1977	1978	1979	July 1979	July 1980
Student	129,280	138,816	129,488	135,956	**13,266**	**6,941**
Private	55,583	54,657	58,064	54,466	**5,587**	**4,404**
Commercial	13,577	11,121	11,789	12,627	**1,223**	**1,045**
Airline Transport	3,869	5,697	6,912	8,981	**685**	**397**
Other Pilots	2,180	2,040	2,310	2,537	**266**	**212**
Total	**204,489**	**212,331**	**208,563**	**214,567**	**21,027**	**12,999**
Flight Instructor*	6,137	6,352	5,930	6,716	**632**	**541**
Instrument Ratings*	18,155	18,764	16,265	16,651	**1,376**	**1,107**

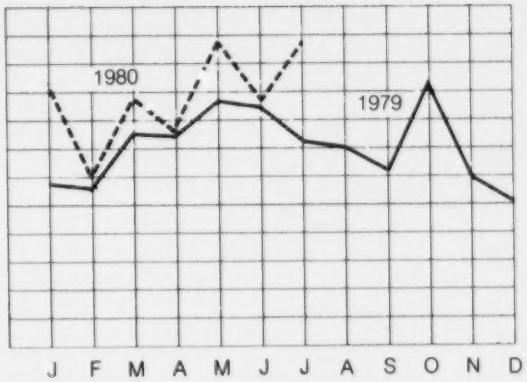
Non-Pilots	1976	1977	1978	1979	July 1979	July 1980
Mechanic	8,501	9,121	8,791	9,697	**687**	**836**
Parachute Rigger	454	304	235	201	**7**	**14**
Ground Instructor	2,390	2,404	2,193	2,081	**81**	**121**
Dispatcher	106	161	193	292	**24**	**34**
Control Tower Operator	2,382	1,645	1,391	1,109	**53**	**80**
Flight Navigator	2	16	8	2	**0**	**0**
Flight Engineer	1,234	2,415	3,607	4,513	**278**	**115**
Total	**15,089**	**16,066**	**16,418**	**17,895**	**1,130**	**1,200**

Airmen Medical Certification Activity

Airman Medical Certificate Applications

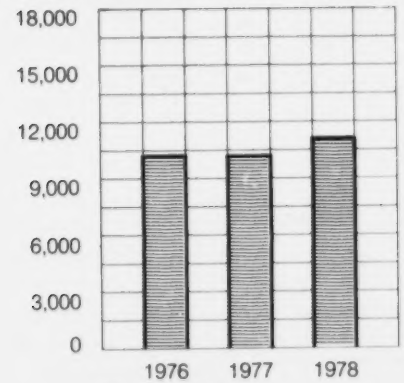


Monthly Average

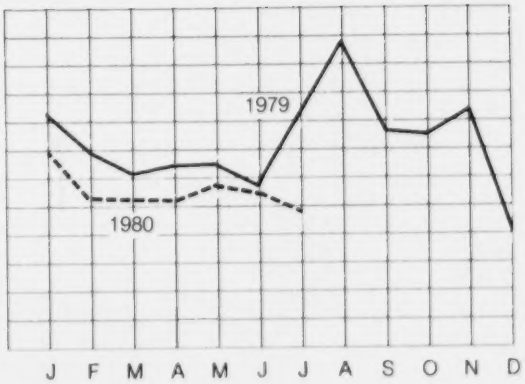


January-July
1979: 251,053
1980: 300,057 ↑20%

Combined Student Pilot Certificate Applications



Monthly Average



January-July
1979: 72,642
1980: 57,972 ↓20%

Source: Aviation Medicine, AAM-600, Updated Monthly, July 1980

Monthly Management Report/September 1980

Medical Certificate Applications	1976	1977	1978	1979	July 1979	July 1980
Airman Medical Certificates Received	417,693	416,627	440,945	419,645	**36,132**	**53,452**
Combined Student Pilot Certificates Received	124,466	133,616	124,589	130,543	**12,491**	**6,941**
Total	**542,159**	**550,243**	**565,534**	**550,188**	**50,719**	**60,393**

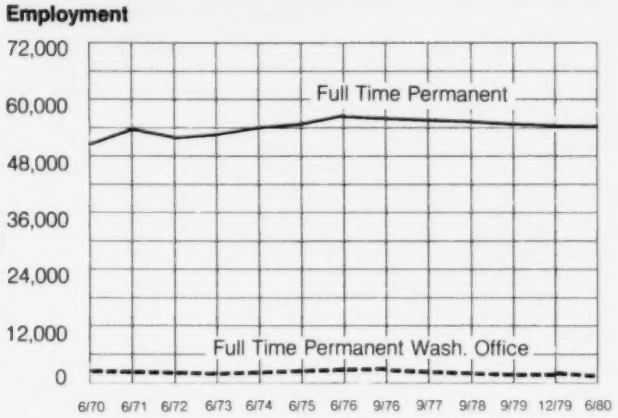
Aviation Designees

	1976	1977	1978	1979	1980 3/31/80	1980 6/30/80	1980 9/30/80	1980 12/31/80
Designated Engineering Reps.	752	813	819	861	880	870		
Designated Mechanic Examiners	575	601	592	590	598	607		
Designated Parachute Rigger Examiners	81	86	78	77	78	78		
Designated Pilot Examiners	Not Avail.	Not Avail.	1,740 (EST)	1,800 (EST)	1,842	1,816		
Designated Manufacturing Insp. Reps.	570	598	630	615	624	615		
Designated Alteration Stations	5 (EST)	5	7	9	7	7		
Delegated Option Authorization	9 (EST)	9	10	8	9	9		
Aviation Medical Examiners	7,638	7,821	8,039	8,205	8,270	8,331		

Source: Associate for Aviation Standards, AVS-10, and Aviation Medicine, AAM-600, Updated Quarterly, June 1980

Monthly Management Report/September 1980

FAA Employment History



Source: Personnel and Training, APT-20, Updated Quarterly, June 1980

Monthly Management Report/September 1980

	6/70	6/71	6/72	6/73	6/74	6/75	6/76	9/76	9/77	9/78	9/79	12/79	3/80	6/80	9/80
FAA Total Paid	**51,438**	**54,515**	**53,295**	**53,646**	**56,386**	**57,678**	**59,064**	**58,438**	**58,081**	**57,494**	**56,435**	**56,394**	**56,195**	**56,882**	
Full Time Permanent	50,392	53,573	52,272	52,627	53,961	54,905	56,122	55,991	55,760	55,227	54,444	54,564	54,388	54,066	
Wash. Office—Full Time Permanent	2,743	2,752	2,634	2,585	2,739	2,819	2,910	2,880	2,683	2,303	2,124	2,144	2,104	2,082	
Wash. Field—Full Time Permanent	946	911	871	852	1,010	960	948	944	940	909	888	922	925	934	

FAA total paid includes all FAA employees in a paid status (all work tours, all programs, all appropriations).
Full time includes paid employees whose work tour is full time (40 hour work week).
Full time permanent includes paid full time employees who occupy permanent positions.
Washington Headquarters includes all employees paid and serviced by Washington Headquarters, both those stationed inside and outside Washington, D.C.
Washington Office includes all paid Washington Headquarters employees whose duty station is Washington, D.C. (i.e., FOB, IOA and NASSIF).
Washington Field includes all paid Washington Headquarters employees whose duty station is outside Washington, D.C.; for example, National and Dulles Airports, in other states, or foreign countries.

FAA Employment by Region

Region/Center, Headquarters	12/31/76 FTP Employment	12/31/77 FTP Employment	12/31/78 FTP Employment	12/31/79 FTP Employment	7/31/80 **FTP Employment**
Aeronautical Center	3,731	3,634	3,654	3,402	**3,550**
Alaska	1,650	1,662	1,562	1,565	**1,552**
Central	2,801	2,858	2,904	2,877	**2,809**
Eastern	6,205	6,358	6,341	6,366	**6,238**
European	134	82	79	8	**—**
Great Lakes	7,433	7,491	7,451	7,679	**7,582**
New England	1,953	1,948	1,938	1,940	**1,927**
Northwest	1,836	1,865	1,921	1,944	**1,899**
Pacific	997	992	990	957	**922**
Rocky Mountain	2,867	2,899	2,937	2,905	**2,855**
Southern	8,717	8,882	8,849	8,726	**8,577**
Southwest	6,224	6,129	6,103	6,127	**6,063**
Technical Center	1,614	1,594	1,509	1,446	**1,433**
Western	5,566	5,497	5,509	5,556	**5,504**
Washington Office	2,842	2,612	2,272	2,144	**2,073**
Washington Field	953	926	921	922	**929**
Total	**55,523**	**55,429**	**54,940**	**54,564**	**53,883**

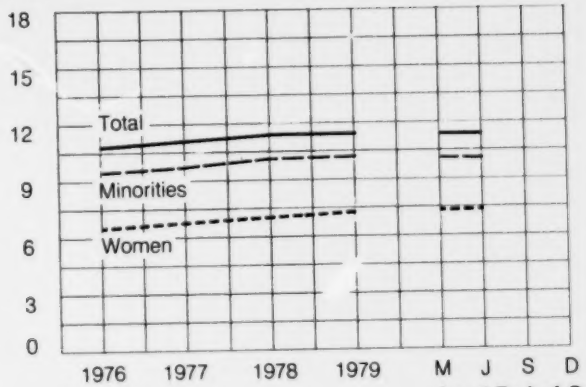
Source: Personnel and Training, APT-230, Updated Monthly, July 1980

Monthly Management Report/September 1980

Grade Distribution of Minorities and Women

**Computations exclude all employees in Hawaii, Guam, Puerto Rico and foreign nationals overseas*

Average Grade



As of Dec 31 **As of End of Quarter 1980**

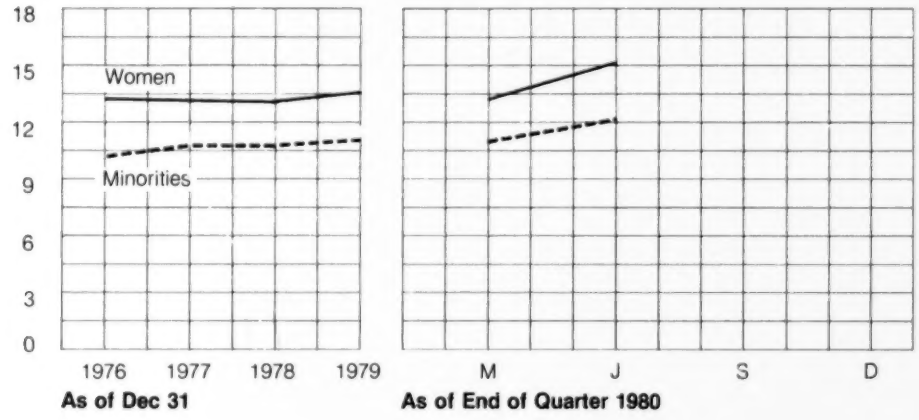
Grade Distribution	Percent		
	Total	Minority*	Women
Senior Executive Service	106	6.6	0.9
GS 16-18	2	0.0	0.0
GS 14-15	11,230	5.8	1.1
GS 12-13	19,067	8.2	3.4
GS 10-11	10,864	11.4	8.7
GS 8-9	3,433	14.7	25.9
GS 6-7	3,876	17.5	51.7
GS 4-5	3,534	23.1	77.8
GS 1-3	487	33.0	76.2

Source: Civil Rights, ACR-3, Updated Quarterly, June 1980

Monthly Management Report/September 1980

FAA Employment of Minorities and Women

**Computations exclude all employees in Hawaii, Guam, Puerto Rico, and foreign nationals over seas.*



Regions	Percent	
	Minority*	Women
Aeronautical Center	17.5	26.2
Alaskan	12.2	19.6
Central	10.0	16.8
Eastern	14.3	10.7
Great Lakes	8.4	11.9
Technical Center	14.3	22.4
New England	9.2	12.0
Northwest	7.6	12.9
Pacific/Asia	30.4	14.1
Rocky Mountain	7.7	12.7
Southern	8.9	12.1
Southwest	12.7	13.1
Washington Headquarters	19.5	30.6
Western	15.1	14.4

Major Occupations	Percent	
	Minority*	Women
Air Traffic Controllers	7.9	6.0
Electronic Technicians	13.1	1.9
Engineering	9.9	2.0
Flight Standards Safety Inspectors	5.3	1.8
Clerks, Secretaries, Stenos	20.5	92.2
Other	20.5	38.8
Wage Board	20.1	3.0

Source: Civil Rights, ACR-3, Updated Quarterly, June 1980

Monthly Management Report/September 1980

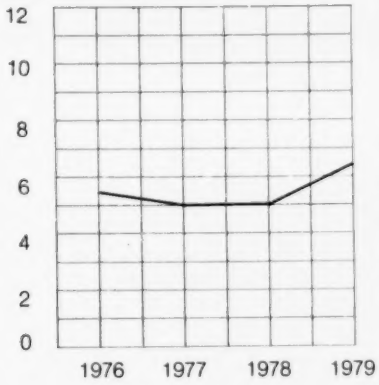
FAA Employee Turnover

**Turnover is the percentage of hires and separations of the average employment for the period*

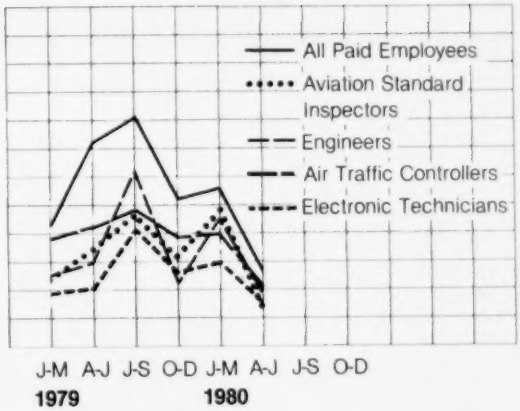
Source: Personnel & Training, APT-20, Updated Quarterly, June 1980

Monthly Management Report/September 1980

Average Quarterly Turnover Rate



Quarterly Turnover Rate



	Calandar Year				Quarter Ending					
	1976	1977	1978	1979	3/31/79	6/30/79	9/30/79	12/31/79	3/31/80	6/30/80
Total Paid Employees	57,790	57,631	57,005	56,394	56,408	57,278	56,435	56,394	56,195	56,882
Hires	6,825	5,494	5,879	6,674	911	2,381	1,900	1,482	1,359	1,924
Separations	5,458	5,882	5,672	7,639	1,484	1,687	2,922	1,546	1,714	1,473

Average Overtime Hours

	Regional/Center Headquarters														
	Aeronautical Center	Alaskan	Central	Eastern	Great Lakes	New England	Northwest	Pacific	Rocky Mountain	Southern	Southwest	Technical Center	Western	Washington	Washington Metropolitan Airports
Supervisors															
Headquarters	5	11	6	20	4	6	3	9	1	2	4	8	9	3	54
Field Facilities															
Air Traffic Controllers/ Specialists	—	7	6	4	4	2	4	15	5	2	4	—	5	—	—
Airway Facilities Engineers/ Technicians	—	14	2	4	3	1	10	26	2	1	1	—	2	—	—
Pilots, Engineers, Inspectors in Flight Standards Facilities	—	9	2	7	3	3	5	3	2	0	2	—	5	—	—
All Other Field Facility Supervisors	—	13	8	1	1	0	5	24	10	8	1	—	5	—	—
All Supervisors	**.5**	**1.0**	**.5**	**.6**	**.4**	**.3**	**.5**	**1.6**	**.3**	**.2**	**.3**	**.8**	**.5**	**.3**	**5.4**
Non-Supervisors															
Headquarters	10	13	7	11	7	9	9	6	2	8	6	21	9	8	65
Field Facilities															
Air Traffic Controllers/ Specialists	—	15	10	10	10	6	7	20	9	8	8	—	12	—	—
Airway Facilities Engineers/ Technicians	—	22	6	7	7	7	10	39	8	5	8	—	11	—	—
Pilots, Engineers, Inspectors in Flight Standards Facilities	—	19	6	6	8	4	16	9	12	2	6	—	3	—	—
All Other Field Facility Non-Supervisors	—	16	5	4	4	6	6	17	4	5	3	—	4	—	—
All Non-Supervisors	**1.0**	**1.6**	**.8**	**.9**	**.9**	**.7**	**.8**	**2.0**	**.7**	**.7**	**.7**	**2.1**	**1.0**	**.8**	**6.5**
Total FAA Paid Employees	**1.0**	**1.5**	**.7**	**.9**	**.8**	**.6**	**.8**	**2.0**	**.7**	**.6**	**.6**	**2.1**	**.9**	**.7**	**6.3**

Overtime includes all classes of overtime and compensatory time actually paid in the period.

Average Overtime Hours are average hours per employee per pay period, year to date.

Flight Standards Field Offices include General Aviation District Offices, Air Carrier District Offices, Flight Standards Distric Offices, Engineering and Manufacturing District Offices, Aircraft Engineering District Offices, and International Field Offices

All data is based on Total FAA Paid Employees for each pay period. Total paid includes all FAA employees in a paid status (all work tours, all programs, all appropriations).

Washington includes Washington Office and Field employees except Washington Metropolitan Airport employees.

Source: Management Systems, AMS-220, Updated Monthly, Through Pay Period 16 (ending July 26, 1980)

Monthly Management Report/September 1980

Total Overtime Hours

	Regional/Center Headquarters														
	Aeronautical Center	Alaskan	Central	Eastern	Great Lakes	New England	Northwest	Pacific	Rocky Mountain	Southern	Southwest	Technical Center	Western	Washington	Washington Metropolitan Airports
Supervisors															
Headquarters	3.1	1.3	1.0	4.3	0.7	0.7	0.3	0.6	0.0	0.5	0.7	0.9	1.9	1.8	8.2
Field Facilities															
Air Traffic Controllers/ Specialists	—	1.0	2.0	3.6	4.0	0.6	0.9	1.6	1.7	3.2	3.5	—	4.4	—	—
Airway Facilities Engineers/ Technicians	—	1.5	0.3	1.6	1.5	0.2	1.3	1.4	0.4	0.8	0.4	—	0.5	—	—
Pilots, Engineers, Inspectors in Flight Standards Facilities	—	0.2	0.1	0.5	0.2	0.1	0.1	0.0	0.2	0.0	0.1	—	0.4	—	—
All Other Field Facility Supervisors	—	0.6	0.3	0.0	0.0	0.0	0.0	0.6	0.3	0.4	0.1	—	0.2	—	—
All Supervisors	**3.1**	**4.6**	**3.6**	**9.9**	**6.5**	**1.5**	**2.7**	**4.2**	**2.5**	**4.9**	**4.8**	**0.9**	**7.3**	**1.8**	**8.2**
Non-Supervisors															
Headquarters	52.3	7.5	4.0	10.7	5.5	3.3	4.0	1.4	0.9	8.4	5.8	54.9	8.2	25.8	67.7
Field Facilities															
Air Traffic Controllers/ Specialists	—	11.5	19.5	52.2	69.4	9.2	8.9	8.7	17.5	55.8	36.5	—	49.5	—	—
Airway Facilities Engineers/ Technicians	—	8.6	4.4	10.2	12.4	3.5	5.7	11.3	7.5	11.5	12.5	—	14.3	—	—
Pilots, Engineers, Inspectors in Flight Standards Facilities	—	1.8	1.0	2.1	2.6	0.4	1.5	0.6	1.5	0.8	2.1	—	0.9	—	—
All Other Field Facility Non-Supervisors	—	7.0	2.6	3.1	3.9	1.2	1.6	4.0	2.0	6.9	2.5	—	3.8	—	—
All Non-Supervisors	**52.3**	**38.3**	**31.6**	**78.3**	**93.9**	**17.6**	**21.7**	**26.0**	**29.3**	**83.4**	**59.4**	**54.9**	**76.7**	**25.8**	**67.7**
Total FAA Paid Employees	**55.4**	**41.0**	**35.3**	**88.2**	**100.4**	**19.1**	**24.4**	**30.2**	**31.8**	**88.3**	**64.2**	**55.8**	**84.0**	**27.6**	**75.8**

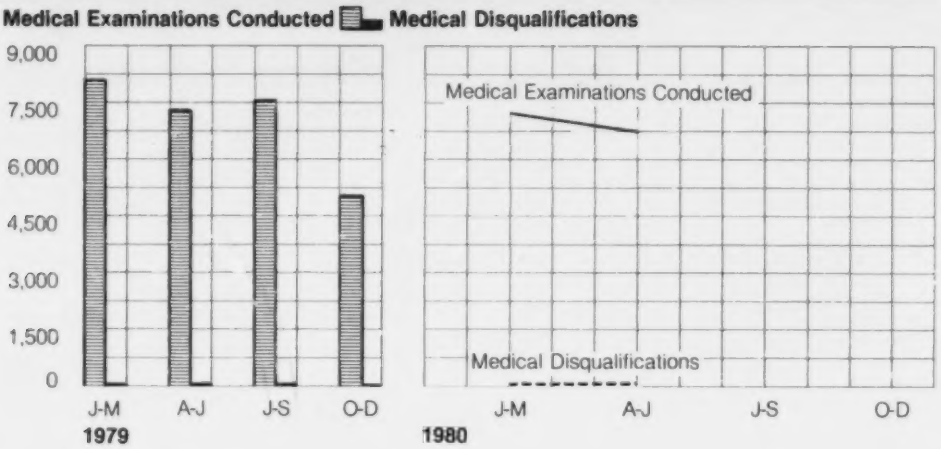
Overtime includes all classes of overtime and compensatory time actually paid in the period.
Hours are expressed in thousands, year to date.
Flight Standards Field Offices include General Aviation District Offices, Air Carrier District Offices, Flight Standards District Offices, Engineering and Manufacturing District Offices, Aircraft Engineering District Offices, and International Field Offices
All data is based on Total FAA Paid Employees for each pay period. Total paid includes all FAA employees in a paid status (all work tours, all programs, all appropriations).

Washington includes Washington Office and Field employees except Washington Metropolitan Airport employees.

Source: Management Systems, AMS-220, Updated Monthly, Through Pay Period 16 (ending July 26, 1980)

Monthly Management Report/September 1980

Air Traffic Control Specialist Health Program



Source: Aviation Medicine, AAM-600, Updated Quarterly, June 1980

Monthly Management Report/September 1980

	1977	1978	1979	Apr-Jun 1979	Apr-Jun 1980
Medical Examination Conducted	25,976	26,176	28	7,296	6,814
Medical Qualifications	24,076	25,342	26,394	6,862	6,172
Medical Disqualifications	422	304	150	44	22
Special Considerations	1,141	1,240	1,432	344	452

Students in FAA Training

	Fiscal Year															
	1976		1977		1978		1979		O-D		J-M		A-J		1980 J-S	
	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks
FAA Academy Total	15,272	73,512	16,593	87,926	16,529	82,676	16,697	86,424	2,924	15,826	3,545	19,351	2,721	14,145		
Air Traffic	2,617	27,655	3,870	41,526	3,275	34,309	3,403	38,908	722	6,993	738	8,420	540	5,787		
Airway Facilities	7,979	32,210	7,603	31,887	7,678	32,677	7,878	32,553	1,226	5,733	1,547	7,296	2,205	5,138		
Flight Standards	2,910	6,090	2,659	5,707	2,921	6,093	2,921	6,473	503	1,126	754	1,644	641	1,528		
Airports	331	530	641	833	487	623	386	489	63	82	82	107	24	36		
Logistics	271	434	523	680	516	661	531	702	95	124	66	57	32	49		
Instructor Training	1,012	1,805	1,012	1,878	1,035	2,200	1,002	2,298	183	396	213	497	190	373		
General Training	0	0	0	0	330	660	360	798	71	171	86	190	30	60		
Predevelopmental[a]	252	4,788	285	5,415	287	5,453	216	4,203	61	1,199	57	1,140	59	1,174		
Management Training School[b]	3,471	5,414	3,598	5,243	3,974	5,873	3,592	5,635	536	895	204	696	171	569		
Transportation Safety Institute	655	1,151	712	1,358	740	1,316	623	1,130	198	335	196	323	82	164		
Other Management and General Training	1,788	2,493	1,833	2,355	996	1,049	827	983	114	135	79	99	29	32		
Total Centralized Training	**21,186**	**82,570**	**22,736**	**96,882**	**22,241**	**90,914**	**21,739**	**94,172**	**3,771**	**17,191**	**4,024**	**20,489**	**3003**	**14,910**		

[a]Programs designed to increase minority and female employment in Air Traffic and Airway Facilities by recruiting below the normal entry level. Training programs prepare students for entry into standard intake courses.

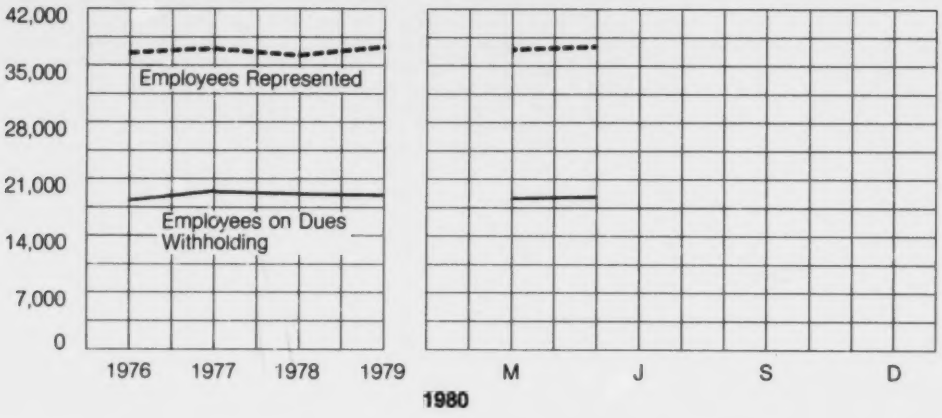
[b]Initial and recurrent courses for FAA supervisors and managers.

Note: Does not include Regionally arranged and conducted training. Includes all students, not just these employed by FAA.

Source: Office of Personnel and Training, APT-330, Updated Quarterly, June 1980

Monthly Management Report/September 1980

Union Activity in FAA

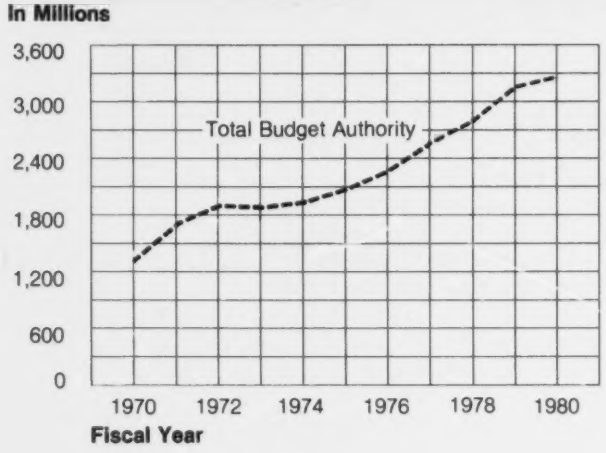


	1976	1977	1978	1979	1980 Mar	1980 Jun	1980 Sep	1980 Dec
Employees Represented	36,515	37,105	36,470	37,563	37,315	37,318		
Employees on Dues Withholding	18,148	19,927	19,020	19,148	18,989	18,994		
Number of Different Unions	9	10	10	9	9	9		
Number of Labor Agreements	43	45	43	26	26	24		
Number of Bargaining Units	82	77	71	61	62	62		

Source: Labor Relations, ALR-200, Updated Quarterly, June 1980

Monthly Management Report/September 1980

Appropriations History
Budget Authority



Appropriation	Fiscal Year										
	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
Grants in Aid for Airports (AA Trust)	80.0	180.0	295.0	295.0	300.0	340.0	352.8	510.0	555.0	644.1	650.0
Facilities and Equipment (AA Trust)	224.0	238.0	301.8	302.7	250.0	227.3	245.5	200.0	209.0	345.4	293.0
Research, Engineering and Development (AA Trust)	41.3	69.0	78.4	66.0	62.1	57.9	67.5	74.4	80.8	75.1	75.0
Operations	845.6	992.1	—	1,188.3	1,293.5	1,419.5	1,573.3	1,487.8	1,628.3	1,737.7	1,850.3
Operations (AA Trust)	—	34.0	998.1	—	—	—	—	250.0	275.0	300.0	325.0
Safety Regulation	—	1.0	151.0	—	—	—	—	—	—	—	—
Supersonic Aircraft	85.0	254.8	58.5	—	—	—	—	—	—	—	—
Metropolitan Washington Airports	12.1	15.1	16.4	10.9	17.7	22.7	30.2	26.5	27.8	29.5	34.1
Facilities, Engineering and Development	—	—	—	—	11.5	11.8	14.8	17.4	16.6	18.5	20.5
Total	**1,288.0**	**1,784.0**	**1,899.2**	**1,862.9**	**1,934.8**	**2,079.2**	**2,284.1**	**2,566.1**	**2,792.5**	**3,150.3**	**3,247.9**

AA Trust: Airport and Airway Trust Fund
Note: Budget Authority reflects amounts appropriated, reappropriated, and transferred according to legislation.

Source: Budget, ABU-20, Updated Annually, April 1980

Monthly Management Report/September 1980

Status of Funds by Appropriation

Note: Program Authority includes current year appropriated funds, unobligated balances brought forward from previous year, reimbursements, less statutory restrictions and administrative deferrals.

Source: Accounting, AAA-440, Updated Quarterly, July 1980

Monthly Management Report/September 1980

Period Ending: July 31, 1980 (In Thousands)

Appropriations	Program Authority Available This Year	Apportioned thru Current Quarter	Obligations Cumulative FY to Date	Outlays Cumulative FY to Date
Operations	$2,202,421	$2,202,421	$1,836,037	$1,798,459
Facilities, Engineering and Development	24,166	24,166	12,575	17,339
Operations and Maintenance, Metropolitan Washington Airports	28,118	28,118	22,842	21,664
Construction, Washington Metropolitan Airports	10,699	10,699	1,005	4,757
Safety Regulation	6	6	(7)	29
Grants-in-Aid for Airports	650,774	650,774	416,075	467,120
Facilities and Equipment	292,600	292,600	162,216	194,465
Research, Engineering and Development	75,102	75,102	59,216	64,376
Total Funds	**$3,283,886**	**$3,283,886**	**$2,509,959**	**$2,568,209**

Status of Airport and Airway Trust Fund

In Millions

	Fiscal Year				
	1976 Transition Quarter	1977	1978	1979	1980 As of 5/31/80
Balance Beginning of Period	**$2,550.2**	**2,736.0**	**$3,267.8**	**$3,697.7**	**$4,392.1**
Receipts—Total	277.5	1,193.0	1,328.1	1,528.1	**1,268.3**
Excise Taxes (Transferred from General Fund):					
Any Liquid Fuel Other Than Gasoline	6.9	31.1	27.4	35.8	**26.7**
Tires Used on Aircraft	.2	1.0	1.0	1.1	**.6**
Gasoline:					
Commercial 4 cents tax	.3	1.2	1.2	1.2	**.8**
Noncommercial 3 and 4 cents tax	7.1	23.5	21.3	27.1	**17.2**
Transportation by Air, Seats, Berths, etc.	225.1	1,007.0	1,109.3	1,284.2	**1,073.4**
Use of International Facilities	15.7	57.0	76.5	71.7	**76.4**
Transportation of Property, Cargo	14.4	50.7	64.9	81.3	**57.9**
Use of Civil Aircraft	7.7	21.6	26.4	25.7	**15.3**
Less Reminbursements to General Fund-Refund of Taxes and Estimated Tax Credits:	.6	2.1	2.0	1.9	**2.1**
Interest on Investments	.9	193.5	219.2	282.3	**186.7**
Net Receipts	277.8	1,384.5	1,545.3	1,808.5	**1,452.9**
Expenditures (Federal Aviation Administration)—Total	92.0	852.7	1,115.4	1,114.1	**552.3**
Operations		250.2	275.0	300.0	**—**
Grants-in-Aid for Airports	25.5	334.8	562.2	556.5	**357.1**
Facilities and Equipment	48.4	197.1	211.0	187.9	**144.3**
Research and Development	18.1	70.5	67.1	69.7	**50.9**
Interest on Refund of Taxes	—	—	—	—	**—**
Net Total	185.8	531.8	429.9	694.4	**900.6**
Balance End of Period	**2,736.0**	**3,267.8**	**3,697.7**	**4,392.1**	**5,292.7**

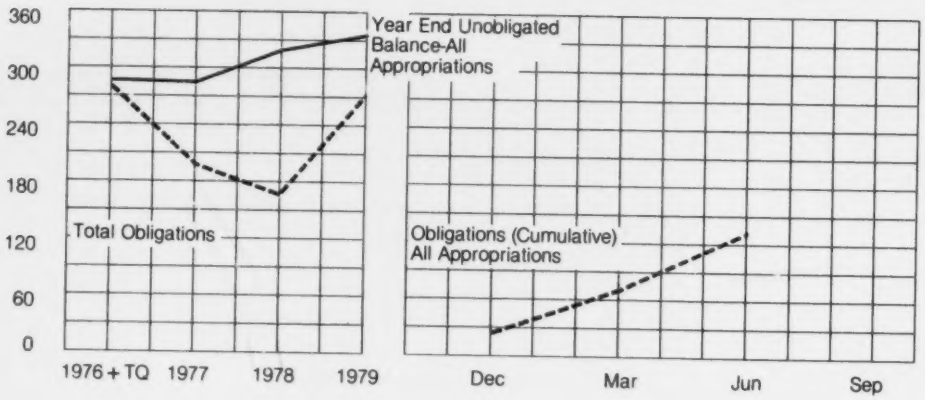
Source: Accounting, AAA-440, Updated Monthly, April 1980

Monthly Management Report/September 1980

Status of Facilities and Equipment Appropriations

Source: Accounting, AAA-440, and Office of Budget, ABU-20, Updated Quarterly, June 1980

Monthly Management Report/September 1980



Facility and Equipment Appropriations	Appropriation Total	FY 1977/TQ July 1 Unobligated Balance	FY 1977/TQ Year End Obligations	Fiscal Year 1977 October1 Unobligated Balance	Fiscal Year 1977 Year End Obligations	Fiscal Year 1978 October 1 Unobligated Balance	Fiscal Year 1978 Year End Obligations	Fiscal Year 1979 October 1 Unobligated Balance	Fiscal Year 1979 Year End Obligations	Fiscal Year 1980 October Unobligated Balance	Fiscal Year 1980 Planned Obligations	Fiscal Year 1980 Current Status Planned Obligations	Fiscal Year 1980 Current Status Cumulative Obligations
No Year	89.7[a]	89.7	55.7	33.9	13.4	20.5	6.2	14.3	3.9	10.3	3.5	**1.2**	**0.2**
1974-1976	250.0	72.2	71.8	(0.4)	—	—	—	—	—	—	—	**—**	**—**
1975-1977	227.3	164.2	114.0	50.2	40.5	(9.7)[b]	—	—	—	—	—	**—**	**—**
1976-1978	245.4	245.4	42.6	202.9	84.9	118.0	62.7	(55.3)[c]	—	—	—	**—**	**—**
1977-1979	200.0	—	—	200.0	62.3	137.0	42.1	94.9	51.4	(43.3)[d]	—	**—**	**—**
1978-1982	209.0[b]	—	—	—	—	209.0	56.8	152.2	83.3	68.9	29.3	**34.2**	**19.1**
1979-1983	345.4[c]	—	—	—	—	—	—	345.4	132.3	213.0	105.2	**93.7**	**47.5**
1980-1984	293.0[d]	—	—	—	—	—	—	—	—	293.0	120.1	**162.5**	**85.3**
Total	**1,859.8**	**571.5**	**284.1**	**487.0**	**201.8**	**484.5**	**167.8**	**606.8**	**271.0**	**585.3**	**258.1**	**291.6**	**132.1**

[a] *Unobligated balance brought forward from previous No Year appropriations as of July 1, 1975.*

[b] *Unobligated balance at end of FY 1977 was $9.7 of which $9.0 was reappropriated in FY 1978 and $0.7 lapsed.*

[c] *Unobligated balance at end of FY 1978 was $55.3 of which $54.4 was reappropriated in FY 1979 and $1.0 lapsed.*

[d] *Unobligated balance at end of FY 1979 was $43.5 of which $43.0 was reappropriated in FY 1980 and $0.5 lapsed.*

Detail may not add due to rounding.

Major Headquarters Contract Awards

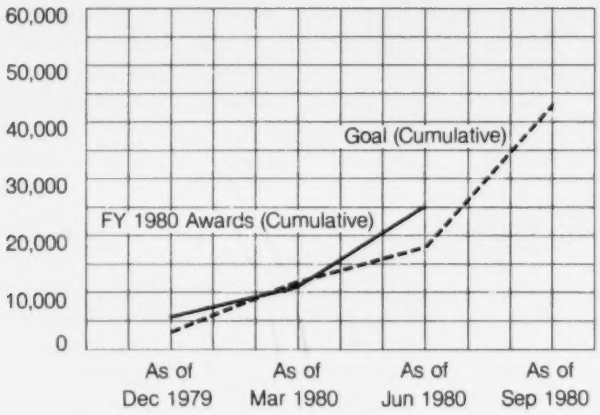
Contractor	Award Date	Amount	Description	Estimated Completion Date
Wilson-Hill Associates, Inc.	10-18-79	$ 780,000	ADP Technical Support Services	9-30-80
The MITRE Corp.	10-16-79	12,045,700	Engineering Support Services	10-14-80
ITT Aerospace/Optical	11-5-79	956,025	Bright Radar Indicator Tower Equipment (BRITE-4)	10-31-80
Sperry UNIVAC Defense Systems	12-19-79	994,000	ARTS III Enhancement	4-30-80
E. Systems	1-17-80	3,742,662	Flight Service Automation System Design and Verification	1-30-81
Ford Aerospace and Communication Corporation	1-17-80	5,588,622	Same as Above	1-30-81
Logicon, Inc.	1-17-80	3,556,593	Same as Above	1-30-81
Sperry UNIVAC Defense Systems	1-11-80	4,985,121	ARTS III System Enhancement Phase II	6-30-81
Aeronautical Radio, Inc.	1-4-80	2,624,140	Aeronautical Mobile Service Communications	9-30-80
Beech Aircraft	1-2-80	1,605,439	(2) Light Twin Turboprop Aircraft	5-1-80
Burroughs Corp.	1-4-80	1,014,177	ARTS-II Tracon Equipment	2-2-81
ARINC Research Corp.	3-3-80	541,600	Evaluation of Various Combinations of Navigational Systems	3-3-82
Bell Aerospace Textron/ Dalmo Victor Operation	3-7-80	750,000	Active BCAS Prototype Models	1-22-82
Servo Corp. of America	3-21-80	1,243,978	VHF/OF Simulator Testers	4-1-81
Cutler-Hammer	3-3-80	985,758	Common Digitizer-2 Equipment (CO-2)	8-31-81
Sperry UNIVAC Defense Systems	3-28-80	570,733	ARTS-IIIA Spare Parts	3-28-81
Howard, Needles, Tammen and Bergendoff	4-23-80	668,207	Preparation of Master Plan for Barajas Airport, Madrid, Spain	4-23-81
Bendix Corp.	5-15-80	837,000	Beacon Interrogator Systems	11-30-81
Heliflight System	5-21-80	657,869	Lease Sikorsky Helicopter, Model 76	2-28-86
Leo A. Daly	5-27-80	656,000	A-E Design of Airport Control Towers	5-30-81
Sterling Systems, Inc.	5-27-80	675,247	Verification and Validation Support—Flight Services Automation System	12-30-83
Data Test Corp.	5-29-80	3,196,107	Test Circuit Boards	12-30-80
Texas Instruments, Inc.	6-5-80	11,354,860	Automated Radar Terminal Systems	3-31-83
ADB/ALNACO	6-5-80	3,498,510	Sequenced Flashing Lights Equipment	12-31-82
Sperry Univac Defense	7-1-80	566,663	Metering and Spacing Field Site Data Collection	4-3-82
Computer Sciences Corp.	7-3-80	750,000	En Route Metering	8-31-80
Bendix Corporation	7-18-80	1,351,124	MLS Airborne Receiver	1-31-84
Collins Radio	7-30-80	2,465,000	Radio Microwave Link System	5-31-81

Source: Logistics Service, ALG-100, Updated Monthly, July 1980

Monthly Management Report/September 1980

Minority Contracting Status

Contract Awards to Minority Business ($000)



Source: Logistics Service, ALG-100, Updated Quarterly, June 1980

Monthly Management Report/September 1980

Contract Awards to Minority Business	1976	1977	1978	1979	As of June 1980
Goal ($000)	14,088	16,851	20,825	34,168	**43,049**
Total Awards ($000)	**15,464**	**26,337**	**30,198**	**40,220**	**25,682**

Summary Regulatory Agenda

Title	Subject	Issuance Date Original	Revised
Flammability Standard for Crewmember Uniforms (Docket No. 14451)	Proposed revision to establish flammability specifications for crewmember uniforms that will provide protection against heat and flame. Notices of public hearings and reopening of comment period until 6/16/80 were issued 4/18/80. Notice reopening comment period until 12/16/80 issued 8/15/80.	NPRM July 1980	NPRM March 1981
Parts Manufacturer Approvals (PMA) (Docket No. 17147)	Proposed revision to the PMA application and reporting requirements and provisions related to showing identicalness of parts. The NPRM was published (42 FR 43985). The comment period was reopened until May 15, 1978 (43 FR 15432).	FA May 1980	SNPRM September 1980
Review: Part 91 Upgrade.	To upgrade the general aviation standards applicable to the operation of certain large aircraft, when not operated as an air carrier and to revise certain regulations applicable to commercial operators and air travel clubs. The NPRM was published 11/11/79 (44 FR 66324). The closing date for comments was 2/19/80.	FA October 1980	
Review: Operations Review Notice No. 7 (Docket No. 17669)	Proposed revision to the flight and duty time limitations and rest requirements for flight crewmembers used by domestic, flag, and supplemental air carriers, commercial operators of large aircraft, and air travel clubs. The NPRM was published 2/27/78 (43 FR 8070). The supplemental NPRM was published 8/11/80 (45 FR 53315). The comment period closed 10/10/80.	FA October 1981	

Key

NPRM—Notice of Proposed Rule Making
FA—Final Action
ANPRM—Advanced Notice of Proposed Rule Making
SNPRM—Supplemental Notice of Proposed Rule Making
FR—Federal Register
FAR—Federal Air Regulations
CFR—Code of Federal Regulations
*Revised date

Title	Subject	Issuance Date Original	Revised
Review: Operations Review Notice No. 14	Proposes to establish regulations for flight and duty time limitations and rest requirements for flight attendants used by domestic, flag, and supplemental air carriers, commercial operators of large aircraft and air travel clubs.	NPRM August 1980	NPRM August 1981
Administrative User Charges (Docket No. 19110)	Proposed to revise existing FAA fees for aircraft registration and for recording conveyances affecting title to, or any interest in, aircraft. In addition, it proposes to establish fees for FAA certification of pilots, instructors, and other airmen, including medical certification. The NPRM was published 4/20/78 (43 FR 16924).	FA June 1980	FA October 1980
Wind Shear (Docket No. 19110)	Proposed revision to require all large passenger-carrying aircraft be equipped with a device that will display wind shear information to the pilots. The ANPRM was published 5/3/79 (44 FR 25807).	NPRM March 1980	NPRM October 1980
Metropolitan Washington Airports Policy	Implement a comprehensive policy and develop regulations (1) defining the respective roles of Washington National and Dulles International Airports, and (2) governing the future use, operation development and maintenance of those airports. A Notice of Proposed Policy was published 3/23/78 (43 FR 12141). The NPRM was published 1/21/80 (45 FR 4314). The policy was issued 8/15/80.	FA April 1980	FA August 1980
Third Attitude Gyro, Ground Proximity Warning System, and Cockpit Voice Recorders	Proposed amendment to require a (1) third gyroscopic attitude instrument, independently powered, on all multi-engine turbojet powered airplanes not already required to have a third gyroscopic attitude instrument and (2) ground proximity warning system and a cockpit voice recorder on all turbojet powered airplanes configured with 6 or more passenger seats.	NPRM February 1980	NPRM December 1980
Review: Aircraft Engine Regulatory Notice (Docket No. 16919)	Proposed amendment to resolve number of regulatory issues raised by engine manufacturers and to update those standards.	NPRM May 1980	NPRM August 1980
Instrument Approach Procedures	Proposed rule to clarify prescribed conditions for approach and landing under specified weather conditions. The NPRM was published 3/6/80 (45 FR 14801). The comment period closed 5/6/80.	FA January 1981	FA October 1980
Airport Noise Regulations (Docket No. 16279)	Environmental Protection Agency's proposed revision to require airport noise certification as a condition for Airport and Airway Development Act funding. The NPRM was published on 11/22/76 (41 FR 51522).	FA July 1980	FA December 1980
Review: Operations Notice No. 11	Proposed revision to update and improve the rules applicable to mechanic certification, repair stations and aircraft equipment.	NPRM February 1980	NPRM August 1980
Review: Operations Review Notice No. 12	Proposed revisions to update and improve regulations applicable to aircraft maintenance, preventive maintenance, rebuilding and alteration of aircraft.	NPRM February 1980	NPRM August* 1980

Title	Subject	Issuance Date Original	Revised
Review: Part 91 Notice (Docket No. 16431)	The agency conducted a Regulatory Review Conference on 14 CFR Part 91, Subpart B, in September 1977, in order to update that part. This action will cover all proposals covered by the review.	NPRM May 1980	NPRM September 1980
Pearson Airpark . . . (Docket No. 18311)	Proposals to exclude persons from the requirements of communicating with Portland Tower while operating in the Pearson Airpark Traffic Pattern. The NPRM was published on Sept. 28, 1978 (43 FR 44549).	FA February 1980	FA August 1980
Review: Objects Affecting Navigable Airspace (Docket No. 16920)	Proposal to amend notice requirements, obstruction standards, aeronautical studies, determinations, antenna farm areas and discretionary review/petition procedures.	NPRM March 1980	NPRM October 1980
Civil Helicopter Noise Certification (Docket No. 13410)	Proposal to establish noise certification levels and procedures for civil helicopters. An ANPRM was published 12/28/73 (38 FR 35487). The NPRM was published 7/19/79 (44 FR 42410). The comment period closed 11/19/79.	FA May 1980	FA September 1980
Implementation of OMB Circular A-95 (Docket No. 17337)	Final procedures and regulations implementing OMB Circular A-95 (coordination of Federal assistance programs with State, areawide, and local planning agencies), based on public comment on interim procedures in Special Federal Aviation Regulations 35 (42 FR 59476, 11/17/77).	FA May 1980	FA September 1980
Implementation of Energy Policy (Docket No. 16617)	Implementation of the Energy Policy and Conservation Act. The NPRM was published on 3/31/77.	FA March 1980	FA September 1980
Review: Update of Part 139	Revision to update and clarify the part including fire-fighting and rescue requirements.	NPRM March 1980	NPRM August 1980
Protective Breathing Equipment	Proposal to establish minimum performance standards and operating rules for protective breathing equipment.	NPRM March 1980	NPRM February 1981
Supplemental Oxygen . . .	Proposal to permit certain widebody turbojet airplanes to operate up to flight level of 45,000 feet above sea level without requiring the pilot to use supplemental oxygen.	NPRM February 1980	NPRM February 1981
Review: Metropolitan Washington Airports Regulations	Proposed revision to reflect changed operational conditions and policies and to simplify, clarify, and consolidate the regulations pertaining to the National Capital Airports.	NPRM June 1980	NPRM December 1980
Miscellaneous Minor Amendments	Proposed nonsubstantive amendments that are routine, editorial and clarifying in nature.	NPRM February 1980	NPRM August 1980
Aircraft Owners of Pilots Association (AOPA) Petition to Revise Part 91 (Docket No. 18334)	Proposed amendment based upon AOPA petition to revise regulations in a format and language more understandable by pilots. An ANPRM was published on 1/22/79 (44 FR 4571).	NPRM April 1980	NPRM January 1981

Title	Subject	Issuance Date Original	Revised
Foreign Airman Certification	Proposed amendments to establish priorities processing applications by foreign airmen for U.S. Airman Certificates.	NPRM June 1980	NPRM June 1981
Noise Standards for Propeller Driven Agricultural and Fire-fighting Airplanes (Docket No. 16382)	Proposed regulation to restrict the operation of agricultural and firefighting airplanes which do not comply with the noise limits of Appendix F of 14 CFR Part 36. The NPRM was published on 12/23/76 (41 FR 56065).	FA June 1980	FA October 1980
Recording of Aircraft Titles and Security Documents—Notice of Lien (Docket No. 14236)	Proposed amendment to prescribe specific procedures for filing Notice of Lien with the Aircraft Registry. This proposal would also require release of the Notice filed upon satisfaction of the lien. The NPRM was published January 13, 1975 (40 FR 2445).	FA March 1980	FA September 1980
Cessna Finance Petition (Docket No. 17311)	Petition to amend Part 47 to provide all persons who hold a security interest in aircraft the same protection now afforded the seller of an aircraft under a conditional sales contract. The ANPRM was published 10/20/77. The NPRM was issued 5/7/80. The comment period closes 8/21/80.	FA November 1980	FA December 1980
Security Requirements Applicable to U.S. Commuter Air Carriers Certificate Holders (Docket No. 19726)	Proposed rule to implement safety standards mandated by the Airline Deregulation Act of 1978, and ensure that commuter air carrier passengers enjoy the maximum feasible extent the same level of safety as persons traveling on air carriers holding Certificates of Public Convenience and Necessity from the CAB. The NPRM was published 11/1/79 (44 FR 63048). The comment period closed 2/11/80.	FA May 1980	FA October 1980
Heater Air Ducts . . .	Proposed rule to require that ventilating and combustion air ducts be made of fire-proof materials whenever such ducts are located near combustion heaters. The NPRM was published 2/28/80 (45 FR 13106). The comment period closed 4/28/80.	FA September 1980	FA October 1980
Blood Alcohol Level Tests	Proposed rule which will subject Certificated Flight Crewmembers suspected of being under the influence of alcohol to blood-alcohol tests and establish content at which a pilot is considered to be intoxicated.	NPRM March 1980	NPRM August 1980
Review: Airworthiness No. 8 Miscellaneous and Procedural Amendments (Docket No. 14779)	Proposed amendments to improve and update the airworthiness standards that apply to the type certification of aircraft, engines, propellers, related operating and maintenance rules, and procedural requirements. The NPRM was published July 11, 1975 (40 FR 29140).	FA February 1980	FA August 1980
Microwave Landing System (MLS)	Proposed rule to recognize the MLS selected by ICAO and to prescribe measuring standards and procedures for the approval, installation operation, and maintenance of such systems on non-Federal navigation facilities.	NPRM March 1980	NPRM December 1980

Title	Subject	Issuance Date Original	Revised
Tires Retrofit (Docket No. 19793)	Proposed rule to require installation of improved tires on certain turbojet transport category airplanes. The NPRM was published 11/27/79 (41 FR 68759). The comment period closed 2/27/79.	FA June 1980	FA October 1980
Revision of Applicability of Part 139	Proposed amendments to require the certification of airports serving commuter air carriers, as well as air carriers holding Certificates of Convenience and Necessity from the CAB. This revision responds to the Airline Deregulation Act of 1978 and ensures that passengers traveling aboard commuter air carriers enjoy the same level of safety as passengers traveling aboard CAB certificated air carriers. The NPRM was published 6/12/80 (45 FR 39857). The comment period closes 8/11/80.	FA December 1980	
Review: Rotocraft Airworthiness Standards (Docket No. 18689)	Proposed revisions to update and improve regulations applicable to helicopters and their operations.	NPRM May 1980	NPRM November 1980
Review: Light Transport Airplane Airworthiness Standards (Docket No. 18600)	Proposed new Part to establish airworthiness standards for a new light transport category of multiengine airplanes having maximum seating capacity of 60 and a maximum gross weight of 50,000 pounds.	NPRM February 1980	NPRM August 1980
Minimum Equipment Lists (MEL)	Proposed amendment to clarify existing MEL provisions by combining the MEL regulatory authority contained in Parts 91, 121, 133, 135, and 137 into a single regulatory section in Part 91.	NPRM April 1980	NPRM August 1980
Hang Gliding	Proposed addition to FAR Part 101 to designate general safety rules for hang gliding in order to accommodate increasing hang gliding activity in the National Airspace System.	NPRM February 1980	MPRM October 1980
Notification/Reporting of Parachute Jump Altitudes	Proposed amendment to require that notification of a parachute jump be made to Air Traffic Control in terms of mean sea-level (MSL or above ground level (AGL).	NPRM March 1980	NPRM October 1980
Parachute Jumps in Terminal Control Areas (TCA's)	Proposed amendment to FAR Part 105 to require an ATC authorization for anon-emergency parachute jump, into, or within a terminal control area.	NPRM April 1980	NPRM December 1980
Operations in Airport Traffic Areas	Proposed amendment to require all aircraft within an airport traffic area to establish and maintain communications with the airport traffic control tower.	NPRM September 1980	NPRM December 1980
Notice of Alteration, Activation, and Deactivation of Airports	Proposed amendments to require persons proposing to construct, alter, activate or deactivate a civil or joint use airport, to provide prior notice of such actions to the Administrator.	NPRM November 1980	

Title	Subject	Issuance Date Original	Revised
Terminal Control Areas (TCA's): Tampa (Docket No. 18605/ 79-ASO-66)	(See description of Honolulu (TCA)) The NPRM was published 2/4/80 (45 FR 7559). The comment period closes 5/5/80.	FA August 1980	FA September 1980
Terminal Control Areas (TCA's): Phoenix	(See description of Honolulu (TCA)) The NPRM was published 4/7/80 (45 FR 23457). The comment period closes 7/6/80.	FA August 1980	FA October 1980
Terminal Control Areas (TCA's): Fort Lauderdale/ Miami	(See description of Honolulu (TCA))	NPRM July 1980	NPRM September 1980
Terminal Control Areas (TCA's): Orlando	(See description of Honolulu (TCA))	NPRM August 1980	
Terminal Control Areas (TCA's): Memphis	(See description of Honolulu (TCA))	NPRM November 1980	
Terminal Control Areas (TCA's): Portland	(See description of Honolulu (TCA))	NPRM December 1980	
Update List of Advisory Circulars	Spot amendment to update the list of advisory circulars contained in Appendix I which includes certain programming, design, and construction standards for airport development projects submitted for approval under the Airport Aid Program.	FA April 1980	FA September* 1980
Implementation of EPA JT3D Smoke Standards for In-Use Engines	Proposed amendment is required to implement and enforce EPA revision to their smoke standards for JT3D Airplane Engines. The NPRM was published 4/14/30 (45 FR 25350). The comment period closes 6/28/80.	FA November 1980	
Implementation of 1981 Gaseous Emissions Standards and Revised Test Procedures	Proposed amendment would implement expected major revision in EPA standards for aircraft engine emissions.	NPRM April 1980	NPRM August 1980
Operations Review Notice No. 8A (Docket No. 17897)	Proposed amendment to require that all flight attendants remain seated at their assigned stations during taxi except to perform duties related to the safety of the airplane and its occupants. The NPRM was published June 19, 1980 (45 FR 41596) (14 CFR 121 & 127)	FA November 1980	

Title	Subject	Issuance Date Original	Revised
National Federation of the Blind Carriage of Canes	Petition for rule making to permit the stowage of a blind person's flexible cane in a readily accessible location, on all passenger-carrying flights, so that the cane would be available to that person in case of evacuation of an aircraft in an emergency situation.	NPRM August 1980	
Modification of Aircraft Registration Markings	Proposed amendment to increase height of markings from 3 inches to 12 inches on certain fixed-wing aircraft, decrease height of markings from 20-inches to 3 inches on airships and balloons, and retain the 3-inch height of markings on experimental exhibition aircraft. The NPRM was published 7/31/80. Comments.	FA March 1981	
Terminal Control Area (TCA): Kansas City	Proposed modification of existing Terminal Control Area to reduce size of TCA, where not needed, to provide safe and efficient use of the terminal area.	NPRM July 1980	NPRM September 1980
Special Airport Traffic Area and Communications Rule	Proposed amendments to establish special airport traffic areas for certain Canadian airports adjacent to U.S.—Canadian with operating air traffic control towers, and to ensure aircraft communications with those towers while operating in the area.	NPRM November 1980	

Regulatory Action Highlights

Title	Summary
Updating of References to FAA Environmental	The Amendment requires compliance with the revised FAA environmental order that contains policies and procedures for considering environmental impacts. The Amendment was issued 7/29/80.
Terminal Control Areas (TCA's): Honolulu	Terminal Control Areas (TCA's) are proposed to reduce the midair collision potential by eliminating the mix of controlled and uncontrolled aircraft in a higher density terminal environment. The Amendment was issued 8/5/80.

Legislative Program Status

Title	Brief Description
Civil Penalties Legislation	The proposed legislation was forwarded to the Congress on February 28 by the Secretary. It would increase the permissable civil penalty for a violation of the Federal Aviation Regulations from $1,000 to $25,000; provide criminal penalties for violations of the FAA's safety regulations; and established a simplified administrative mechanism for persons to contest civil penalties levied against them by the FAA. The bill has been introduced by Chairman Johnson, House Public Works and Transportation Committee, as H.R. 7488. Hearings on the bill were held July 1, 1980.
Airport and Airway Improvement Act of 1980	The Administration's bill was submitted to Congress on July 26, 1979. The purpose of the proposed legislation is to continue the airport grants-in-aid program, and provide continued funding for facilities and equipment (F&E), research, engineering and development (R, E&D), and operations and maintenance (O&M) activities from the Trust Fund. The Senate passed its own version of airport and airway legislation on February 5, 1980, providing for "defederalization" of the largest airports in the country, i.e., the removal of such airports from the grants-in-aid program. The bill also calls for different funding levels for F&E and O&M compared to the Administration's bill. The House has also created its own version of the bill, with higher airport grants and F&E levels and lower O&M funding levels that the Administration's proposal. This bill was reported by the Committee on Science and Technology on 4/23/80 and the Committee on Public Works and Transportation on May 13, 1980. The Ways and Means Committee is currently marking up legislation to extend the user taxes which finance the programs contained in the airport and airway legislation.

Status of Major Litigation

Barrett, et al. v. Kilmurray, et al.

Filed as the result of the crash of a United States Army U-21 aircraft into Mt. Iliamna, Alaska. The Plaintiffs, the personal representatives of the deceased passengers, allege that Defendants, four FAA Air Traffic Controllers, were negligent in their handling of the subject aircraft. Recovery against the government would be barred by the legal doctrine established in **Feres v. United States.**

The action, being tried in the Alaska State Court, raises the issue of the personal, individual liability of a government employee who has been sued for job related activities by a party who cannot recover from the United States. A motion for summary judgment was recently granted which determined that the air traffic control specialists could not be personally held liable for their actions.

Delta Air Lines, Inc. v. United States, et al.

This is an action seeking to permanently enjoin the Agency from issuing Airmen Medical Certificates with limitations to those who do not meet all requirements for the certificate, and from issuing certificates with operational limitations to persons qualified to hold unrestricted certificates. The case has resulted from an alleged agency practice of issuing First Class Airman Medical Certificates with a limitation of "not valid for pilot-in command duties" to individuals who are qualified only for second class certificates. Those individuals only require second class certificates to serve in their capacity as pilots but are required by their employer airline to possess first class certificates. The case challenges the Agency's use of discretion in adopting a policy regarding the use of its exemption authority without first complying with the rule-making requirements of the Administrative Procedures Act. The court recently granted Delta's motion for summary judgment. Effectively, the order limits the agency's use of its exemption authority and enjoins the Federal Air Surgeon from placing limitations to flight functions on airman medical certificates. The court recently clarified its ruling to indicate that the decision would not affect those who had already been issued medical certificates with operational limitations, but would be applied to future applicants.

Colorado Flying Academy v. United States

Arises out of a midair collision between a Beechcraft Bonanza operating just below the "shelf" of the Denver Terminal Control Area (TCA) and a Piper Seneca which was making a practice instrument approach to Stapleton Airport. The Bonanza was VFR and was not in contact with any air traffic control facility. The Seneca was receiving radar vectoring services. No traffic advisory was given because, according to the controller, the Bonanza did not appear on the radar screen.

The case raises an important issue regarding the design and configuration of the TCA. The Government's position is that the TCA design was based upon national policy considerations and, therefore, is within the discretionary function exception to the Federal Tort Claims Act. The case was tried in 1978 before the U.S. District Court and is currently under consideration.

American Sign & Indicator Corp., et al. v. United States

This case involved the December 27, 1973, crash of a Piper PA-31P during the course of an ILS approach to the Walla Walla City-County Airport, Washington. The crash occurred on the centerline extended, but 8550 feet short of the runway threshold.

The case was significant primarily because it marked the first serious attempt by the plaintiffs bar to attack the integrity of an ILS. On April 10, 1980, the Court entered judgment in favor of the United States. In so doing the Court found, among other things, that (1) an experienced pilot would not allow himself to deviate more than "one dot" below the glide slope centerline, (2) a pilot who finds himself more than "one dot" below should immediately take action to reacquire glide slope centerline, (3) the glide slope is only intended to provide descent guidance to the Decision Height, (4) a continuation of descent below Decision Height is necessarily a visual descent with only incidental reference to the glide slope receiver, (5) this pilot reached the lower edge of the path with (full fly-up deflection) approximately 7600 feet prior to the impact point, and (6) even if the glide slope was radiating an out of tolerance signal, in the worst case situation, this pilot would still have cleared the crash site by 212 feet had he not gone below the lower edge of the path width (full fly-up). The Court concluded by finding that the sole proximate cause of the accident was the pilot's negligent decision to go below Decision Height, which could not in any event have been caused by even a faulty glide slope signal.

Hoffman v. United States

The United States Supreme Court denied certiorari in this case thereby letting stand the Court of Appeals decision favorable to the FAA. The case involved a take-off accident at Plymouth, Michigan.

At issue in the case was whether or not the FAA was liable for negligently issuing an ATCO certificate to an operator without first insuring that the operator had complied with the minimum insurance requirements of Part 298. The District Court, after denying our Motion for Summary Judgment, held a trial on the merits. After trial, the Court held that whether or not the FAA had an obligation to enforce Part 298, in any event its failure to do so could not have been the cause of the subsequent accident itself. The Court of Appeals affirmed, and, now, the United States Supreme Court has declined to review the case. Interestingly, the Sixth Circuit **in dicta**, stated that if it had to decide the issue of negligent certification they would hold that it falls within the negligent misrepresentation exception to the Federal Tort Claims Act.

Miree v. United States

This case involves a Learjet bird ingestion accident on 4/26/73 at DeKalb Peachtree Airport in Atlanta causing the deaths of seven people. The Department of Justice settled all cases, except that of the pilot. After trial, the court stated that in not observing any bird activity, the controllers would not be negligent in failing to issue a bird advisory to the pilot. Similarly, even though the pilot was aware of the bird problem of the airport, he would not have been negligent in departing because he would not have seen the birds. The court did not appear satisfied that the Airports District Office could not have taken some additional compliance action to require the County to close a dump on other County and adjacent to the runway since the dump had been in existence and the subject of Airports District Office disapproval for several years. The final opinion of the court is awaiting decision on the issue of whether recovery based on any failure of the FAA to take sufficient compliance (enforcement) action is barred by the discretionary function exception to the Federal Tort Claims Act.

Farrell v. United States

This lawsuit was brought by an instrument rated pilot who crashed near Midway, Alabama, on April 4, 1973, after running out of fuel. The U.S. District Court ruled from the bench on March 4, 1980, that there was proper coordination by air traffic controllers in dealing with the emergency. The court found that even though there was an unpublished airport near the aircraft, of which a terminal controller was aware, that controller would have been unable to provide radar vectors accurate enough to direct him to the landing strip.

Nevada Airlines, Inc. v. Bond

The Western Region revoked the operating certificate of Nevada Airlines on an emergency basis on May 25, 1980, due to numerous discrepancies in maintenance and operation. On May 27, 1980, the U.S. District Court in Nevada granted a temporary restraining order thus allowing the airline to continue operation. The FAA moved to vacate the temporary restraining order on June 3. Thereupon, Nevada Airlines appealed to the Ninth Ciruit Court of Appeals for a stay of the emergency revocation order. The Ninth Circuit heard argument via a conference call on the evening of June 5 and orally denied the stay on June 6. In a following written decision, the Court noted that the case is one of first impression and held the emergency nature of an administrator's order to be reviewable on an "arbitrary and capricious" standard. The burden of showing that the order is arbitrary and capricious is on the certificate holder, and the FAA need not present the full record that it would put before the NTSB in order to refute the certificate holder's allegations.

Torbert, et. al. v. Bond

Litigation was filed as a result of emergency orders issued by the Western Region earlier this year to air taxi operators, James Torbert, Chandler Flyers Airlines and Phoenix Aviation, which orders revoked their air carrier operating certificates for violations concerning operating, maintenance and training programs. On May 15, 1980, the NTSB Administrative Law Judge changed the revocations to short suspensions; meanwhile the petitioners, through previous counsel, had waived the emergency provisions of the Board's Rules of Practice. Pending a review by the full Board, petitioners sought emergency injunctive relief from the Ninth Circuit Court of Appeals alleging that the FAA's action in continuing the effectiveness of the emergency provisions of the orders was arbitrary and capricious and unlawfully violated their right to do business and right to due process. On July 21, 1980, the Circuit denied petitioner's request and ruled that there was insufficient merit to the operators' "arbitrary and capricious" contentions and an unwarranted balance of the hardships between the financial injury to petitioners and the risk to public safety. The Board's review of the Administrative Law Judge decision is still pending.

Reminga v. United States

On June 10, 1980, the government argued an appeal (to the Sixth Ciruit Court of Appeals) of a judgment against the United States for deaths due to the crash of an aircraft into guy wires of a television antenna near Rhinlander, Wisconsin, in 1968. The lower court found that the sectional chart erroneously depicted the location of the tower and that the FAA should have indirectly prohibited the construction of the tower. The government argued that sectional charts are not intended to be so accurate as to make the way safe for VFR aircraft flying low in such bad weather conditions as existed on that day and that the FAA has no injunctive power to prevent construction of private structures on private land, but can only do a study as provided in 14 C.F.R. Part 77. A decision is expected within two months.

Enforcement Action Highlights

Pacific Southwest Airlines (PSA)	The Western Region issued a civil penalty letter to PSA seeking $385,000 for violations involving the use of unapproved records to record maintenance items and improper deferral of maintenance.
Braniff Airways, Inc.	The Southwest Region issued a civil penalty letter to Braniff seeking $1.5 million for maintenance violations involving a pattern of disregard, on the part of Braniff management, for regulatory requirements.
$80,000 Civil Penalty Action Against Aircraft Operator	On March 31, 1980, the Western Region issued a $80,000 civil penalty letter to Air Pacific, Inc. The letter alleged that Air Pacific, Inc., operated aircraft on numerous revenue flights when the aircraft did not meet the requirements of various applicable Airworthiness Directives and provisions of Air Pacific's Operations Specifications and General Maintenance Manual. The violations were allegedly committed at various times between May 12, 1979, and January 31, 1980.
Suspension of Operating Certificate of a Commuter Air Carrier	The Alaskan Region issued an order suspending the operating certificate of Munz Northern Airlines, a Part 135 air carrier operator, for a period of 15 days. The operator was charged with operation of unairworthy aircraft, utilizing unqualified pilots and operation by pilots in excess of flight time limitations, operating aircraft contrary to the requirements of airworthiness directives, failure to have its aircraft inspected in accordance with an approved inspection program and failure to keep at its principal office an individual record of each pilot used by Munz Northern Airlines in Part 135 operations.

$125,750 Civil Penalty Action Against Braniff Airways for Security Violations

On April 11, Regional Counsel, Southwest Region, forwarded to the President and Chief Operating Office of Braniff Airways an offer to accept $125,750 in full settlement for nine separate violations of FAR Section 121.538 and the Braniff Air Carrier Standard Security Program. The violations included incidents where Braniff failed to screen enplaning passengers and carry-on items and failed to prohibit access to unattended aircraft. Also included were violations where Braniff failed to prohibit access to its air operations areas and failed to challenge unauthorized individuals in such areas. Included with the package is reference to a violation of particular importance where Braniff failed to identify a shotgun in a shotgun case presented to its screening point and subsequently permitted the passenger to carry the shotgun into the sterile area and aboard an aircraft.

Emergency Orders of Revocation of Air Taxi Operating Certificate

On May 24, 1980 the Great Lakes Region issued an order revoking the Air Taxi/Commercial Operator operating certificate of Midstate Airlines, a Part 135 operator. The operator was charged with conducting twenty-seven flights with aircraft that had not received proper maintenance including failure to comply with minimum equipment lists, failure to report inflight malfunctions and improper record keeping which thus rendered the aircraft unairworthy. Midstate Airlines is currently working with the FAA to take corrective measures and will reapply for certification immediately.

Nevada Airlines

On May 23, 1980 the Western Region issued an emergency order revoking the Air Carrier Operating Certificate of Nevada Airlines. The operator was charged with numerous violations of FAA regulations including failure to comply with Airworthiness Directives which rendered certain aircraft unairworthy, utilizing improper maintenance procedures, maintenance by uncertified mechanics, failure to keep maintenance records, operation of an aircraft for 22 flights when an engine replacement had not been approved for return to service, operation of numerous flights for compensation of hire without filing a flight plan, and an aborted flight resulting from the inflight opening of the aircraft's main cabin door.

Emergency Suspension of Boeing 707 Airworthiness Certificate

On June 6, 1980 the Eastern Region issued an Emergency Order of Suspension of the airworthiness certificate for a Boeing 707 type airplane owned by M. M. Landy. On April 22, 1980 the FAA issued an Emergency Order of Suspension of the aircraft's airworthiness certificate because of a reasonable cause to believe the aircraft was unairworthy but suspended effectiveness of the order for 30 days to allow the owner of the aircraft to present maintenance records and logs for the aircraft and to allow a physical reinspection pursuant to Section 609 of the FAA Act of 1958, as amended. The failure of the owner to present the maintenance records and logs within the 30 days period resulted in the implementation of the order.

Revocation of Air Carrier Operating Certificates

On February 25, 1980 the Western Region issued an emergency order revoking the Air Carrier Operating Certificate of Chandler Flyers Airlines. When operations continued the region amended the initial order on February 29, 1980 revoking the certificate of Phoenix Aviation held by the same operator. The operator was charged with numerous violations of FAA regulations including failure to provide adequate crewmember rest time, shipment of hazardous materials without adequate record keeping or crewmember training and conducting flights for hire when crewmembers lacked recurrent training or had failed to complete a 'line check' within the preceeding 12 months. Charges of unairworthy operations included flights with aircraft engines that had exceeded their approved overhaul time limitations or flights with either an inoperative fuel pump, oil temperature gauge, airspeed indicator or brakes.

The case is presently on appeal by both parties to the National Transportation Safety Board. At the administrative hearing the Law Judge found the Administrator had proved 326 of the 338 violations alleged, but altered the sanctions to a 90 day suspension of Phoenix's certificate and 180 day suspension of Chandler's.

$100,000 Civil Penalty Action Against Mexicana Airlines for Security Violations

The Office of Chief Counsel issued to Mexicana Airlines a a civil penalty letter in the amount of $100,000 due to the airlines alleged violations of the Federal Aviation Regulations by failing to screen passengers who boarded its aircraft for a flight to the United States. This legal enforcement action was initiated after Mexicana Airlines failed to take corrective actions in response to prior FAA notices and complaints of security violations. An informal conference has been held and FAA is presently evaluating the information furnished by the company, including the actions it has taken to prevent future violations.

$20,000 Civil Penalty Action Against Aircraft Manufacturer

On May 12, 1980, the Central Region issued a $20,000 civil penalty letter to the Wallace Division, Cessna Aircraft Company, alleging that at least 21 Conquest aircraft were certified although they did not conform to the approved type design, i.e., the ultrasonic inspection utilized by Cessna's quality control was inadequate to determine whether there was sufficient bonding, or rather the absence of unacceptable voids in the bonding per the appropriate Cessna specification, in the bonded honeycomb leading edge of the horizontal stabilizer of said aircraft.

$25,000 Civil Penalty Proposed for Violations of Hazardous Materials Regulations

On June 30, 1980, the Office of the Chief Counsel issued a a Notice of Proposed Civil Penalty to Zantop International Airlines alleging that the company offered and accepted for transportation by air a hazardous material that was not classified, described, marked and packaged as required by the Hazardous Materials Regulations. Zantop allegedly attempted to load a gasoline-engine-driven electric generator aboard one of its aircraft when the generator's fuel tank contained several gallons of gasoline. During the loading operation, the generator slipped, fell to the ground and exploded. The fire destroyed the generator and caused considerable damage to the aircraft. Zantop has the right to have an informal conference and a formal hearing before FAA issues an Order assessing a civil penalty.

Suspension of Airline Transport Pilot Certificate

The National Transportation Safety Board affirmed the Administrative Law Judge's finding that Robert Read had violated Section 91.5 and 91.9 of the Federal Aviation Regulations and ordered the suspension of his Airline Transport Pilot Certificate for a period of 90 days. Mr. Read, while operating a Twin Otter aircraft as a Captain for Rocky Mountain Airways, Inc., was involved in a forced landing due to fuel exhaustion. It is noted that the NTSB has generally imposed a 30 day suspension for this type of violation.

Possible Criminal Prosecution for Violation of Hazardous Material Regulations

On March 16, 1980 Cyrus Ferree, an employee of Seafarers Union International, called the Air Illinois office in Paducah, Kentucky and inquired about the procedures for shipping 3 used outboard motor gas cans. He was informed that Air Illinois could not accept any gas cans if they had been used. This call was made from the Union office and was heard by the local president, Pat Pillsworth, and his secretary. A short time later Ferree showed up at the Air Illinois office with two packages which he alleged to contain "papers and picture frames" and presented them for shipment. Investigation revealed that the packages actually contained the 3 gas cans. Ferree presented a check signed by Pillsworth to pay the freight charge.

Investigation by FAA Security personnel has substantiated that Ferree, on behalf the Seafarers Union International and with the knowledge and consent of Pillsworth, knowingly violated the DOT Hazardous Materials Regulations. Accordingly, on July 27, 1980 the Regional Counsel, Southern Region, referred the case to the U.S. Attorney's Office in Louisville, Kentucky for possible criminal prosecution.

$116,000 Civil Penalty Action Against Transamerica Airlines, Inc.

On August 12, 1980, the Regional Counsel, Western Region, issued a $116,000 civil penalty letter to Transamerica Airlines, Inc., holder of an Air Carrier Operating Certificate. The air carrier allegedly operated numerous revenue flights involving L-382, L-188 and DC-8 aircraft that were not in an airworthy condition due to the operator's failure to comply with all maintenance and inspection requirements applicable to such aircraft. FAA has offered to accept the specified penalty as a compromise settlement of the case.

Emergency Revocation of Air Carrier Operating Certificate

On August 8, 1980, the Regional Counsel, Pacific Region, issued an Order of Emergency Revocation to Airspeed Hawaii, Ltd., revoking its Air Carrier Operating Certificate. The air carrier allegedly operated several flights in air transportation when it did not have a Director of Operations or a Chief Pilot and a Director of Maintenance as required by the Federal Aviation Regulations. FAA had suspended the certificate from April 11, 1980 to June 25, 1980, due to the company's failure to have such management officials.

Proposed Suspension of Airman Certificate of Balloon Operator

On July 8, 1980, the Regional Counsel, Central Region issued a Notice of Proposed Certificate Action to Thomas Dean Rote, proposing to suspend his Commercial Pilot Certificate for 180 days due to his alleged violations of the Federal Aviation Regulations when operating a hot-air balloon, with a passenger on board, in the vicinity of Columbia, Missouri. On two separate occasions, the airman allegedly operated the balloon at low altitudes over congested areas. On one such occasion the balloon landed in a parking lot, resulting in damage to an automobile, and on the other occasion it landed in the front of a residence, causing damage to a tree.

National Transportation Safety Board (NTSB) Affirms FAA Denials In Two Airman Medical Cases

The Office of the Chief Counsel recently received favorable decisions by NTSB which reversed initial decisions of Administrative Law Judge Joyce Capps in two airman medical cases. In one case the Federal Air Surgeon had denied the airman medical certification for neurological problems including a disturbance of consciousness. In the other case, the airman was denied certification due to his medical history of a psychosis. Judge Capps had reversed the FAA denial actions in both cases prior to the full Board decisions.

National Calendar of Events 1980

1980	
*August 26-27	Fuel Advisory Departure (FAD) Meeting, Denver, Colorado
September 1-7	Farnborough Air Show, Farnborough, England
September 2-6	American Association of Airport Executives' 1980 National Airports Conference, Norman, Oklahoma
*September 3-5	Radio Technical Commission for Aeronautics (RTCA) Special Committee 139 on Airborne Equipment Standards for Microwave Landing System (MLS), 1717 H Street, N.W., Washington, D.C.
*September 8-12	Great Lakes Region Terminal Chiefs Conference, Indianapolis, Indiana
*September 9-10	RTCA Special Committee 141 on FM Broadcast Interference Related to Airborne ILS, VOR, and VHF Communications Equipment, 1717 H Street, N.W., Washington, D.C.
*September 9-11	Rocky Mountain Region Terminal/Center Chiefs' Conference, Salt Lake City, Utah
*September 11	RTCA Executive Committee Meeting, 1717 H Street, N.W., Washington, D.C.
September 16-18	Flight Safety Foundation's 33rd International Air Safety Seminar, Christchurch, New Zealand
*September 16-18	RTCA Special Committee 133 on Airborne Weather and Ground Mapping Pulsed Radar Equipment, 1717 H Street, N.W., Washington, D.C.
*September 16-19	Pacific Region Air Traffic Facility Chiefs' Conference, Honolulu, Hawaii

***September 17-19**	FAA Eastern/New England Region Commuter Airlines Symposium, FAA Technical Center, Atlantic City, New Jersey
***September 18**	Rocky Mountain Region Aviation Listening Session/Safety Meeting, Sioux Falls, South Dakota
September 21-26	Regional Flight Surgeons' Seminar, Oklahoma City, Oklahoma
September 23-25	National Business Aircraft Association's Annual Convention, Kansas City, Missouri
***September 25**	Rocky Mountain Region Aviation Listening Session/Safety Meeting, Bismarck, North Dakota
September 28-October 3	Airport Operators Council International Annual Conference, Mexico City, Mexico
October 1-3	Air Transport Association's 1980 Engineering and Maintenance Forum, Miami, Florida
October 4-8	National Association of State Aviation Officials' 49th Annual Meeting, Orlando, Florida
October 6-9	Central Region Field Managers Meeting, Kansas City, Missouri
***October 7-8**	Human Factors Workshop, FAA Headquarters Auditorium
***October 13-15**	Airway Facilities Division Chiefs' Conference, Seattle, Washington
***October 14-16**	Rocky Mountain Region Flight Service Station Chiefs' Conference, Billings, Montana
***October 15**	State Aviation Directors' Meeting, Burlington, Massachusetts
***October 15-17**	Aviation Safety Analysis Systems Workshop, FSNFO, Oklahoma City, Oklahoma

October 20-24	Air Traffic Control Association's Annual Meeting and Technical Program, Washington, D.C.
October 21	Sixth Annual FAA Forecasting Conference, Washington, D.C.
***October 22**	Rocky Mountain Region Aviation Listening Session/Safety Meeting, Billings, Montana
***October 23**	Rocky Mountain Region Aviation Listening Session/Safety Meeting, Casper, Wyoming
***October 27-30**	New England Region All Facility Chiefs' Conference, Hyannis, Massachusetts
***October 28-30**	National Logistics Conference, Arlington, Texas
October 28-November 2	Aircraft Owners & Pilots Association's Industry Exhibit and Convention, San Diego, California
November 10-12	Commuter Airline Association of America's Annual Membership Meeting, Phoenix, Arizona
***November 17-19**	National Association of Air Traffic Specialists National Convention, Las Vegas, Nevada
***November 18-19**	Beacon Collision Avoidance System (BCAS) Conference, Dulles Airport
***November 19**	Rocky Mountain Region Aviation Listening Session/Safety Meeting, Salt Lake City, Utah
***November 18-20**	Airports Division Chiefs Workshop, Brownsville, Texas
***November 20**	Rocky Mountain Region Aviation Listening Session/Safety Meeting, Grand Junction, Colorado
***November 20-21**	Radio Technical Commission for Aeronautics' Annual Symposium, Arlington, Virginia
***January 15-16**	Second Annual Commuter Air Carrier Safety Symposium, Sheraton National Hotel, Arlington, Virginia

*New Entry or Change Since Last Calendar
NFD—No Firm Date

blank page

Regional Statistics

Northwest

Square Miles	248,730
Airports	867
Centers	1
Towers	26
FSS's	16
AVSFO	9
Sectors	9
APFO	0

Rocky Mountain

Square Miles	581,927
Airports	1,049
Centers	2
Towers	21
FSS's	33
AVSFO	9
Sectors	11
APFO	2

Central

Square Miles	285,467
Airports	1,325
Centers	1
Towers	24
FSS's	29
AVSFO	11
Sectors	7
APFO	0

Great Lakes

Square Miles	332,351
Airports	3,065
Centers	4
Towers	68
FSS's	36
AVSFO	23
Sectors	15
APFO	3

New England

Square Miles	66,608
Airports	536
Centers	1
Towers	22
FSS's	8
AVSFO	6
Sectors	6
APFO	0

Western

Square Miles	383,142
Airports	1,148
Centers	2
Towers	64
FSS's	35
AVSFO	25
Sectors	15
APFO	2

Southwest

Square Miles	560,550
Airports	2,227
Centers	3
Towers	56
FSS's	48
AVSFO	20
Sectors	17
APFO	3

Southern

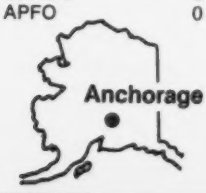
Square Miles	386,609
Airports	1,765
Centers	6
Towers	83
FSS's	53
AVSFO	24
Sectors	19
APFO	4

Eastern

Square Miles	180,444
Airports	1,961
Centers	2
Towers	53
FSS's	35
AVSFO	28
Sectors	14
APFO	4

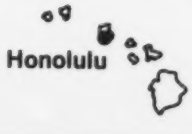
Alaskan

Square Miles	586,412
Airports	734
Centers	1
Towers	8
FSS's	28
AVSFO	6
Sectors	6
APFO	0



Pacific

Square Miles	12 Million +
Airports	69
Centers	2
Towers	7
FSS's	2
AVSFO	6
Sectors	5
APFO	0



European

AVSFO's 4

Aviation Standards Field Office (AVSFO's)

General Aviation District Offices - 65
Air Carrier District Offices - 18
Engineering and Manufacturing District Offices - 18
Flight Standards District Offices - 19
Aeronautical Quality Assurance Field Offices - 5
International Field Offices - 5
Flight Inspection District Offices/ Flight Inspection Groups - 3
Flight Inspection Field Offices - 8
Civil Aviation Security Field Offices — 30
Civil Aviation Assistance Groups - 4
Air Traffic Facilities
Centers - 25
Towers - 432
Flight Service Stations - 323
Airway Facilities Sectors - 124
Airport Field Offices - 18
Airports - 14,746
Note: Figures for field jobs are total regional employment

U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Avenue, S.W.
Washington, D.C. 20591

Postage and Fees Paid
Federal Aviation
Administration
DOT 515

Official Business
Penalty for Private Use $300

980/11

U.S. Department
of Transportation

**Federal Aviation
Administration**

Monthly Management Report

Data Period ending September 30, 1980

NEWARK PUBLIC LIBRARY

APR 16 1981

U. S. GOVT. PUBS.
DEPOSITORY 376

november

80

TD 4.53:

United States Aviation Statistics

Source: Associate for Aviation Standards, AVS-10, Updated Quarterly, September 1980

**Includes air travel clubs and air taxi operators of multiengine aircraft.*

Monthly Management Report/November 1980

Element	1976	1977	1978	1979	9/30/80
Air Carrier Aircraft* (In Service)	2,786	2,854	2,992	3,260	**3,075**
Air Carrier Certificates	156	169	188	179	**149**
General Aviation Active Aircraft	177,964	184,294	198,778	210,523	**Not Available**
Active Pilots	744,246	783,932	798,833	814,667	**814,667**
(Student Pilots)	(188,801)	(203,510)	(204,874)	(210,180)	**(210,180)**
Non-Pilot Airman (e.g., Mechanics, Dispatchers, etc.)	334,681	348,584	362,350	377,213	**377,213**
Pilot Schools	1,568	1,632	1,617	1,536	**1,468**
Mechanic Schools	140	141	144	142	**145**
Repair Stations	3,300	3,472	3,609	3,719	**3,836**

Introduction

The FAA Monthly Management Report is a summary of current Federal Aviation Administration information relative to safety, air traffic activity, airmen information and other workload indicators. It also provides administrative information about the Federal Aviation Administration—budget, employment, and the status of major regulatory projects. Its audience is Federal Aviation Administration and Department of Transportation managers. It should also provide useful information for the aviation community and others interested in aviation and the Federal Aviation Administration.

The FAA Monthly Management Report was prepared by the Information Analysis Branch, Information and Statistics Division, (AMS-200), Office of Management Systems, with the cooperation of other FAA offices.

Suggestions and comments on the scope and content of this report are welcome and will be given careful consideration in planning future editions. Address your comments to AMS-200 or call (202) 426-3791.

blank page

Table of Contents

United States Aviation Statistics ..... Inside front cover
Introduction i

I. Safety

Air Carrier Accidents 1A
Air Taxi Accidents 1B
General Aviation Accidents 1C
Reported Near Midair Collisions 1D
Air Traffic System Errors 1E
Worldwide Hijacking Attempts on U.S. Aircraft 1F
Bomb Threats Against Aircraft and Airports 1G
Airline Passenger Screening Results 1H
Explosions and Explosive Devices Found 1I
Legal Enforcement Case Summary 1J
Legal Enforcement Actions 1K
Airmen Safety Education 1L
Airmen Medical Certification—Appeals 1M

II. Air Traffic Activity

Aircraft Handled at Air Route Traffic Control Centers 2A
Operations at FAA Air Traffic Control Towers 2B
Instrument Operations at FAA Air Traffic Control Towers 2C
Flight Services 2D
Regional Air Traffic Data 2E
Air Traffic Delays of 30 Minutes or More—Systemwide 2F
Air Traffic Delays of 30 Minutes or More—LaGuardia, Kennedy Airports 2G
Air Traffic Delays of 30 Minutes or More—Denver, Atlanta Airports 2H
Air Traffic Delays of 30 Minutes or More—Boston, O'Hare Airports 2I

III. FAA Aviation Facilities

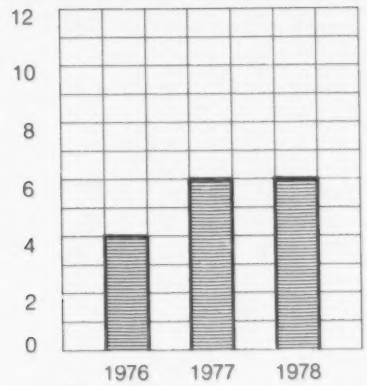
National Airspace System Facilities 3A
Inventory of Active FAA Aircraft 3B
Unscheduled Outages and Restorations—Terminal Systems Air Traffic Control Services 3C
Unscheduled Outages and Restorations—Terminal Systems Landing Aids 3D
Unscheduled Outages and Restorations—Enroute Systems Navigational Aids 3E
Unscheduled Outages and Restorations—Enroute Systems Air Traffic Control Services 3F
Unscheduled Outages and Restorations—Radar 3G
Enroute Systems Computer Interruptions 3H

	Facilities and Equipment 1980 Commissioning Plan—ARSR, DME, ILS, ALS/MALSR, REIL, VASI, ARTS II, ASR, and DF	3I
IV. Airports	Airport Grants Program Status	4A
	Airport Certification Status	4B
	Washinton National Airport Traffic Summary	4C
	Dulles International Airport Traffic Summary	4D
V. Aircraft/Airmen	Aircraft Registration Activity	5A
	Aircraft Loan Guarantee Status	5B
	Airmen Certificates Issued	5C
	Airmen Medical Certification Activity	5D
	Aviation Designees	5E
VI. FAA Employees	FAA Employment History	6A
	FAA Employment by Region	6B
	Grade Distribution of Minorities and Women	6C
	FAA Employment of Minorities and Women	6D
	FAA Employee Turnover	6E
	Average Overtime Hours	6F
	Total Overtime Hours	6G
	Air Traffic Control Specialist Health Program	6H
	Students in FAA Training	6I
	Union Activity in FAA	6J
VII. Finances	Appropriations History Budget Authority	7A
	Status of Funds by Appropriation	7B
	Status of Airport and Airway Trust Fund	7C
	Status of Facilities and Equipment Appropriations	7D
VIII. Contracting	Major Headquarters Contract Awards	8A
	Minority Contracting Status	8B
IX. Legal Activity	Summary Regulatory Agenda	9A
	Regulatory Action Highlights	9B
	Legislative Program Status	9C
	Status of Major Litigation	9D
	Enforcement Action Highlights	9E
X. National Calendar of Events		10A
Regional Statistics		Inside back cover

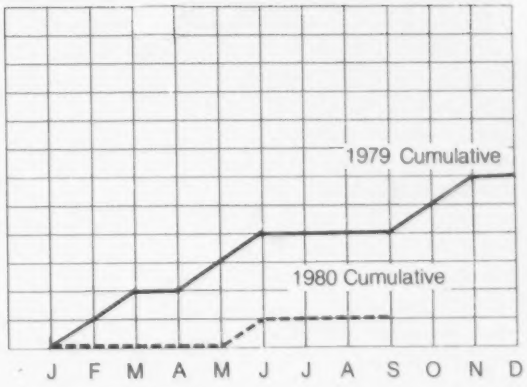
Air Carrier Accidents

**Preliminary FAA Data*

Number of Fatal Accidents



Yearly Total



January-September
1979: 4*
1980: 1 ↓ 75%*

Air Carrier	1976	1977	1978	1979*	September 1979*	September 1980*
Scheduled						
Total Accidents	25	23	22	23	1	2
Fatal Accidents	3	5	5	4	0	0
Fatalities	42	407	19	279	0	0
Supplemental						
Total Accidents	1	2	2	1	1	0
Fatal Accidents	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Commercial						
Total Accidents	7	3	1	2	0	0
Fatal Accidents	1	1	1	0	0	0
Fatalities	2	3	144	0	0	0
Travel Club						
Total Accidents	0	0	0	0	0	0
Fatal Accidents	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total						
Total Accidents	**33**	**28**	**25**	**26**	**2**	**2**
Fatal Accidents	**4**	**6**	**6**	**4**	**0**	**0**
Fatalities	**44**	**410**	**163**	**279**	**0**	**0**

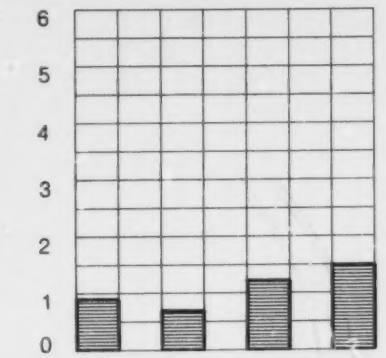
Source: Aviation Safety, ASF-200, Updated Monthly, September 1980

Monthly Management Report/November 1980

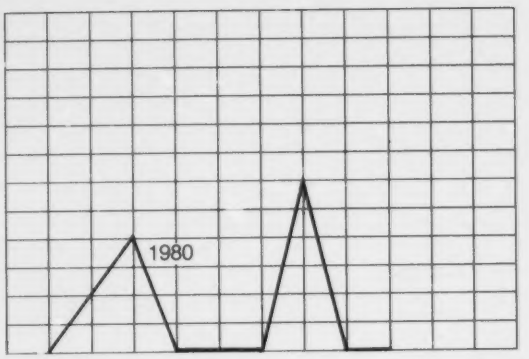
Air Taxi Accidents

**Preliminary FAA Data*
Commuter: A commuter is an air carrier, certificated in accordance with FAR 135, and authorized to provide air transportation of passengers or cargo pursuant to a published schedule of at least five round trips per week, between two or more points, or transportation of mail pursuant to a contract with the U.S. Postal Service.
Demand Air Taxi: An air taxi is an air carrier certificated in accordance with FAR 135 and authorized to provide, on demand, public transportation of persons or property by aircraft.

Number of Fatal Accidents (Commuters)



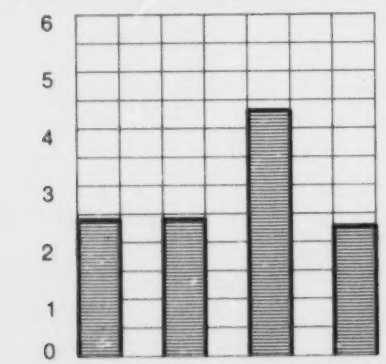
Monthly Average



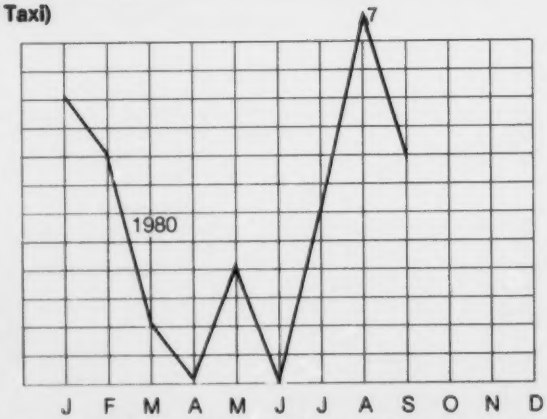
January-September 1979: 13 1980*: 6 ↓54%*

Commuters	1976	1977	1978	1979*	September 1979*	September 1980*
Total Accidents	41	41	56	61	**6**	**5**
Fatal Accidents	11	8	15	13	**1**	**0**
Fatalities	34	30	63	58	**1**	**0**

Number of Fatal Accidents (Demand Air Taxi)



Monthly Average



January-September 1979: 21 1980*: 26 ↑24%*

On Demand Air Taxi	1976	1977	1978	1979*	September 1979*	September 1980*
Total Accidents	126	147	218	101	**10**	**24**
Fatal Accidents	29	29	52	21	**1**	**4**
Fatalities	88	126	157	63	**1**	**11**

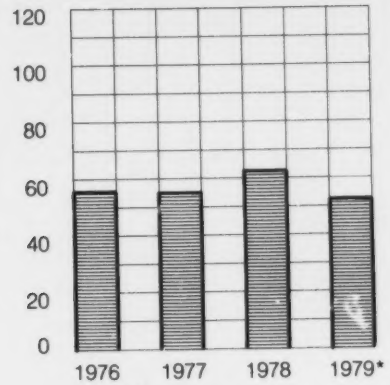
Source: Aviation Safety, AVS-200, Updated Quarterly, September 1980

Monthly Management Report/November 1980

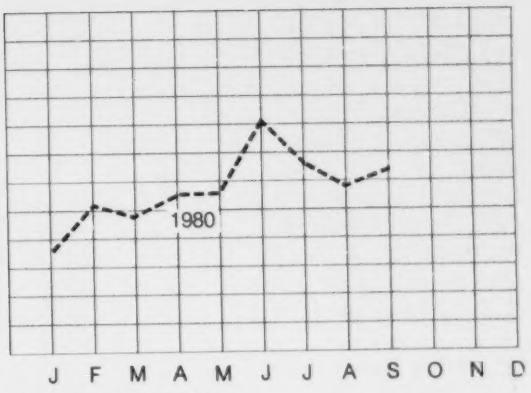
General Aviation Accidents

**Preliminary FAA Data*

Number of Fatal Accidents



Monthly Average



January-September
1979: 479*
1980: 512 ↑7%*

User Category	1976			1977			1978			1979*			September 1979*			September 1980*		
	Total Accidents	Fatal Accidents	Fatalities	Total Accidents	Fatal Accidents	Fatalities	Total Accidents	Fatal Accidents	Fatalities	Total Accidents	Fatal Accidents	Fatalities	**Total Accidents**	**Fatal Accidents**	**Fatalities**	**Total Accidents**	**Fatal Accidents**	**Fatalities**
Personal	2,341	438	837	2,351	444	915	2,289	458	959	2,173	386	799	**254**	**52**	**103**	**178**	**42**	**113**
Business	496	86	150	476	69	133	371	78	138	352	66	115	**43**	**7**	**16**	**33**	**6**	**14**
Executive	45	12	30	41	11	37	57	17	56	54	14	47	**6**	**0**	**0**	**1**	**0**	**0**
Instruction	563	57	78	643	61	91	671	58	86	637	49	72	**51**	**3**	**4**	**35**	**3**	**3**
Aerial Application	453	38	43	465	33	36	454	27	27	431	23	23	**53**	**2**	**2**	**30**	**1**	**1**
Industrial Special	74	20	25	64	16	25	96	20	34	91	17	28	**7**	**2**	**2**	**17**	**3**	**4**
Other	107	26	43	111	31	67	328	72	114	309	58	90	**18**	**4**	**10**	**11**	**8**	**20**
Total	**4,079**	**677**	**1,206**	**4,151**	**665**	**1,304**	**4,266**	**730**	**1,414**	**4,047**	**613**	**1,174**	**432**	**70**	**137**	**305**	**63**	**155**

Source: Aviation Safety, ASF-200, Updated Monthly, September 1980

Monthly Management Report/November 1980

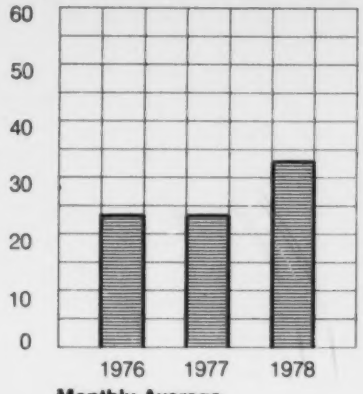
Reported Near Midair Collisions

**Due to reporting lag, 1980 figures are not final. Additional revisions will be made in subsequent publications.*
Near midair collisions are broken down into three basic types:
Critical: a situation where collision avoidance was due to chance rather than an act on the part of the pilot. Less than 100 ft. of aircraft separation would be considered critical.
Potential: an incident which would probably have resulted in a collision if no action had been taken by either pilot. Closest proximity of less than 500 feet would usually be required in this case.
No Hazard: when direction and altitude would have made a midair collision improbable regardless of evasive action taken.

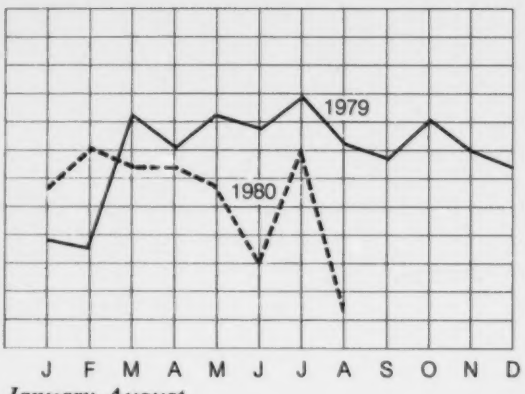
Source: Aviation Safety, ASF-200, Updated Monthly, August 1980

Monthly Management Report/November 1980

Critical and Potential Near Midair Collisions



Monthly Average



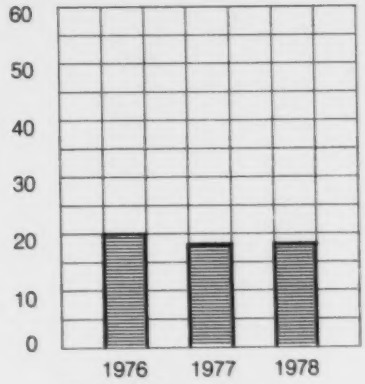
January-August
1979: 244
1980: 199 ↓18%

Classification	1976	1977	1978	1979	July 1979	July 1980*	August 1979	August 1980*
Critical	70	93	125	128	**12**	**11**	**7**	**3**
Potential	217	196	274	310	**33**	**24**	**29**	**4**
No Hazard	73	88	100	99	**6**	**10**	**6**	**6**
Unclassified	13	7	5	3	**0**	**0**	**1**	**1**
Total	**373**	**384**	**504**	**540**	**51**	**45**	**43**	**14**

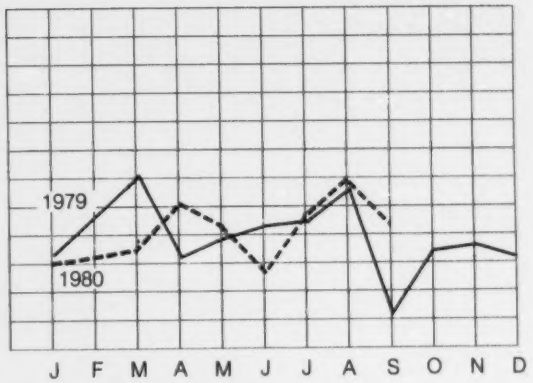
Air Traffic System Errors

**Preliminary*
System Error: Operational error involving aircraft being provided air traffic service resulting in less than applicable separation minima between two or more aircraft and terrain or obstacles.

Enroute System Errors

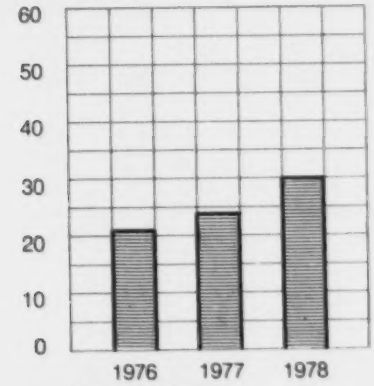


Monthly Average

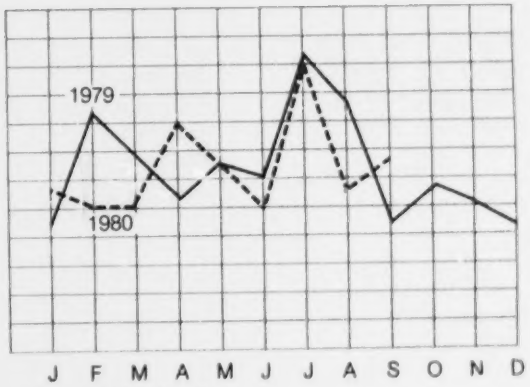


January-September
1979: 179*
1980: 179→0%*

Terminal System Errors



Monthly Average



January-September
1979: 283*
1980: 288 ↑ 2%*

System Errors	1976	1977	1978	1979*	September 1979*	September 1980*
Enroute	242	217	215	233	5	22
Terminal	249	290	356	379	23	34
Total	**491**	**507**	**571**	**612**	**28**	**56**

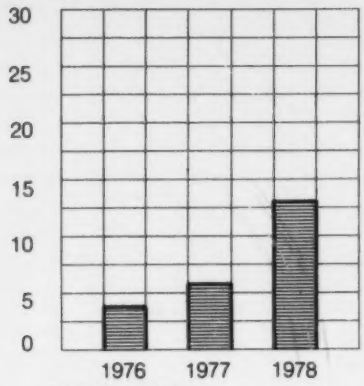
Source: Air Traffic, AAT-20, Updated Monthly, September 1980

Monthly Management Report/November 1980

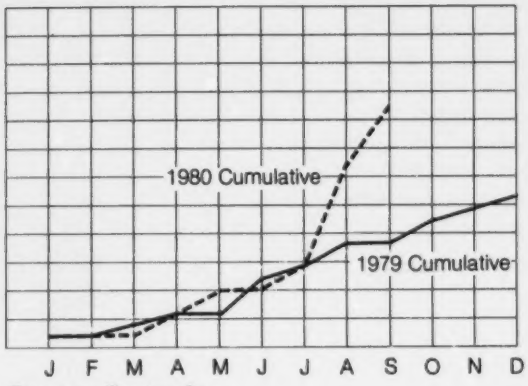
Worldwide Hijacking Attempts on U.S. Aircraft

Successful—one in which the hijacker controls the flight and reaches destination and/or objective.

Total Hijacking Attempts



Yearly Total



January-September
1979: 9
1980: 21 ↑133%

Hijacking Attempts

	1976	1977	1978	1979	September 1979	September 1980
Air Carrier	2	5	8	11	0	5
(Successful)	(1)	(0)	(0)	(4)	(0)	(3)
General Aviation	2	1	5	2	0	0
(Successful)	(0)	(0)	(2)	(2)	(0)	(0)
Total	**4**	**6**	**13**	**13**	**0**	**5**
(Successful)	**(1)**	**(0)**	**(2)**	**(6)**	**(0)**	**(3)**

Source: Civil Aviation Safety, ACS-400 Updated Monthly, September 1980

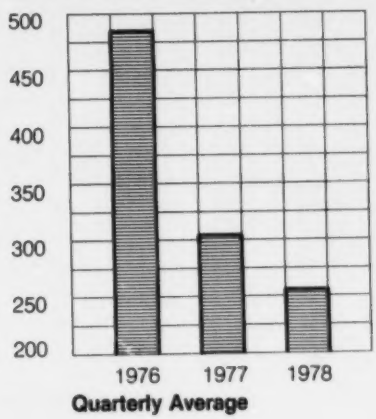
Monthly Management Report/November 1980

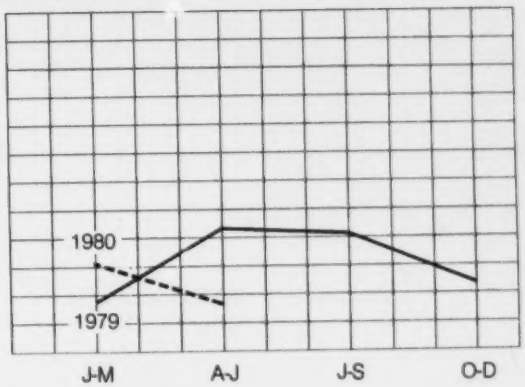
Bomb Threats Against Aircraft and Airports

A statement is considered a serious threat if one of the following occurs:
1. It is directed against a particular aircraft or flight.
2. It is not possible to immediately determine if it is made in a joking manner.
3. It results in inconvenience to other passengers.
4. It results in a search or otherwise disrupts airline operations.

NA—Not Available

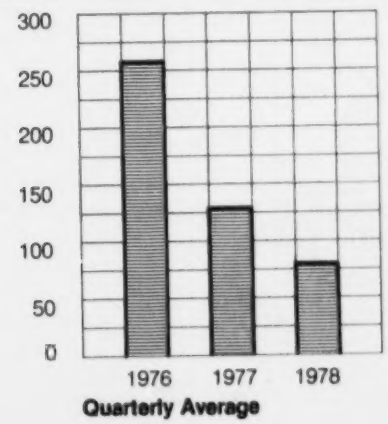
Number of Bomb Threats—U.S. and Foreign Aircraft in U.S.

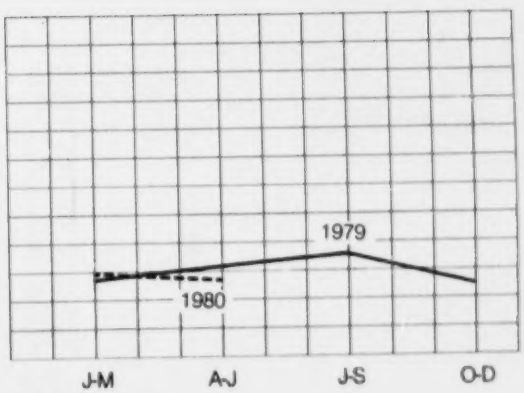




January-June
1979: 555
1980: 524 ↓6%

Number of Bomb Threats—U.S. Airports





January-June
1979: 151
1980: 141 ↓7%

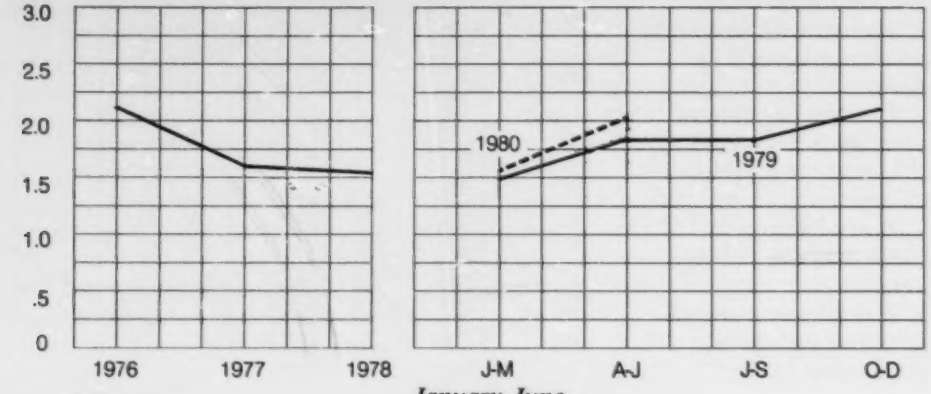
Bomb Threats	1976	1977	1978	1979	Apr-June 1979	Apr-June 1980
U.S. & Foreign Aircraft in the U.S.						
Serious	N/A	N/A	552	671	**207**	**192**
Total	**1,950**	**1,229**	**1,032**	**1,121**	**311**	**244**
U.S. Airports	1,036	519	318	309	**82**	**69**

Source: Civil Aviation Security, ACS-400, Updated Quarterly, June 1980

Monthly Management Report/November 1980

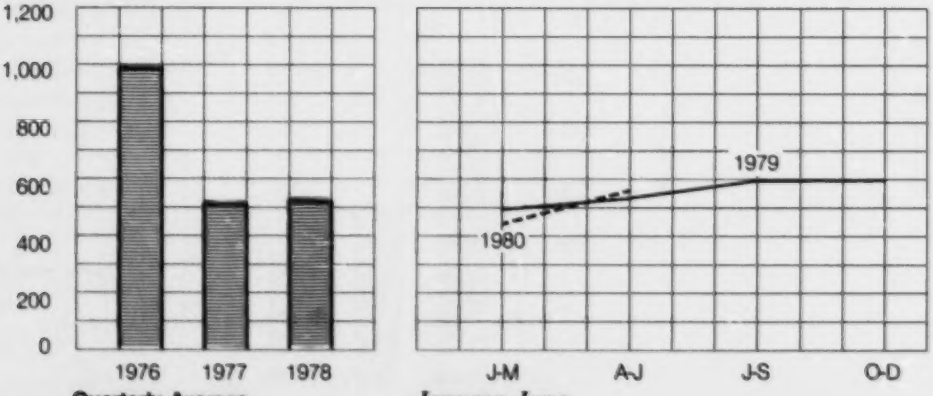
Airline Passenger Screening Results

Persons Arrested per 1,000,000 Persons Screened



January-June
1979: 1.64
1980: 1.79 ↑9%

Firearms Detected



January-June
1979: 990
1980: 1002 ↑1%

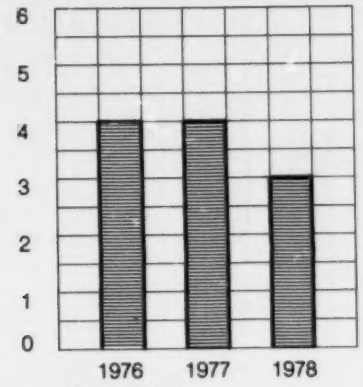
	1976	1977	1978	1979	Apr-June 1979	Apr-June 1980
Persons Screened (Millions)	413.6	508.8	579.7	592.5	**144.1**	**148.8**
Persons Arrested for Carriage of Firearms/Explosives	884	810	896	1,060	**259**	**302**
Persons Arrested per 1,000,000 Persons Screened	2 14	1.59	1.55	1.79	**1.79**	**2.02**
Firearms Detected	3,936	2,034	2,058	2,161	**515**	**559**

Souce: Civil Aviation Safety, ACS-400, Updated Quarterly, June 1980

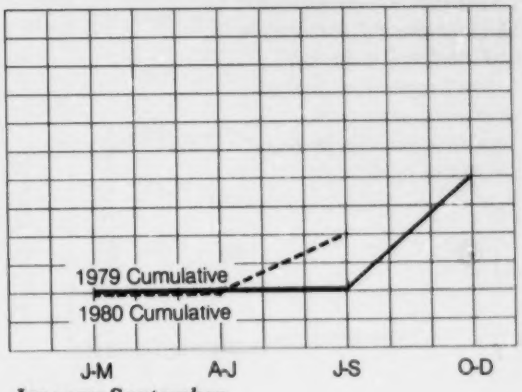
Monthly Management Report/November 1980

Explosions and Explosive Devices Found

Number of Explosions

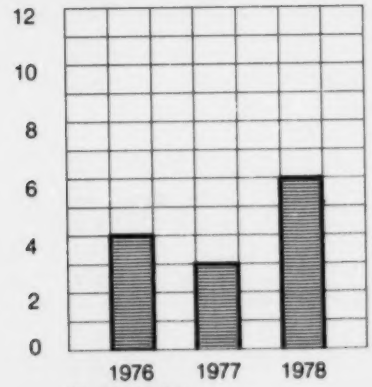


Yearly Total

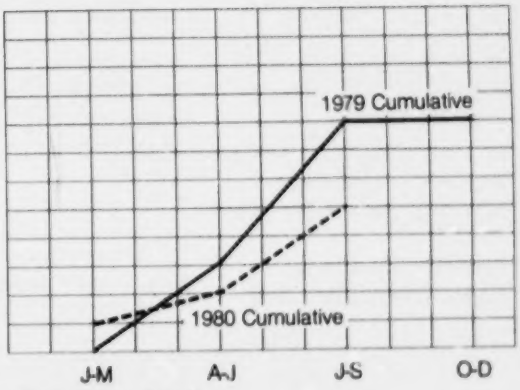


January-September
1979: 1
1980: 2 ↑100%

Explosive Devices Found



Yearly Total



January-September
1979: 8
1980: 5 ↓38%

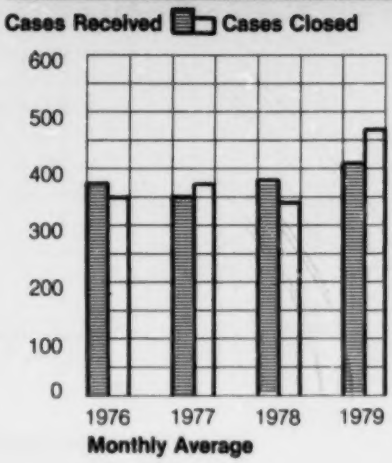
	1976	1977	1978	1979	July-Sept. 1979	July-Sept. 1980
Explosions:						
Aircraft	2	1	0	1	0	1
Airports	2	3	3	2	0	0
Total	**4**	**4**	**3**	**3**	**0**	**1**
Explosive Devices Found:						
Aircraft	1	2	0	2	0	0
Airports	3	1	6	6	5	3
Total	**4**	**3**	**6**	**8**	**5**	**3**

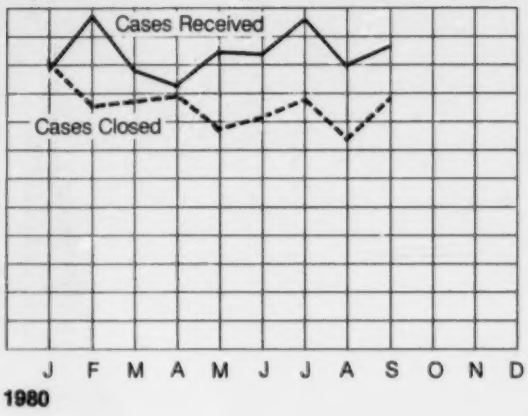
Source: Civil Aviation Security, ACS-400, Updated Quarterly, September 1980

Monthly Management Report/November 1980

Legal Enforcement Case Summary

Section 602 Cases: Cases in which airman petitions National Transportation Safety Board for review of Federal Aviation Administration action denying airman's application for pilot or medical certificate.





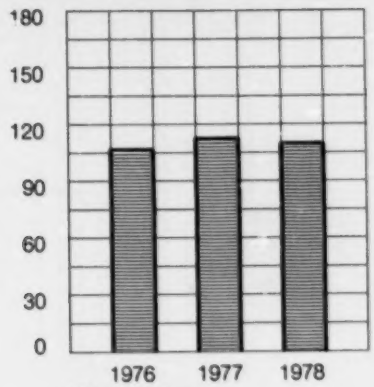
Enforcement Case Summary	1976	1977	1978	1979	September 1979	September 1980
Cases on Hand at Start of Period	2,128	2,324	2,086	2,470	**2,514**	**3,770**
Cases Received During Period	4,461	4,234	4,528	4,917	**437**	**531**
Cases Closed by Organization Responsible						
Airports	9	6	16	15	**4**	**1**
Security	104	59	50	115	**7**	**14**
Medical	519	415	427	433	**30**	**17**
Flight Standards	3,633	3,992	3,651	3,817	**243**	**414**
Total Cases Closed	**4,265**	**4,472**	**4,144**	**4,381**	**284**	**446**

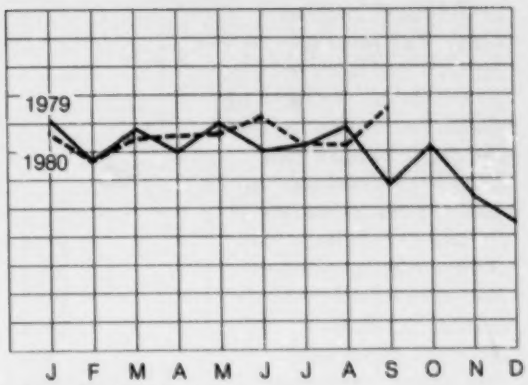
Source: Chief Counsel, AGC-200, Updated Monthly, September 1980

Monthly Management Report/November 1980

Legal Enforcement Actions

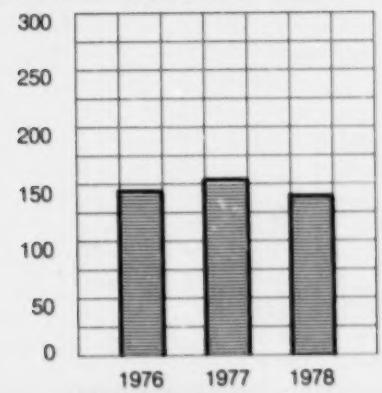
Number of Civil Penalties

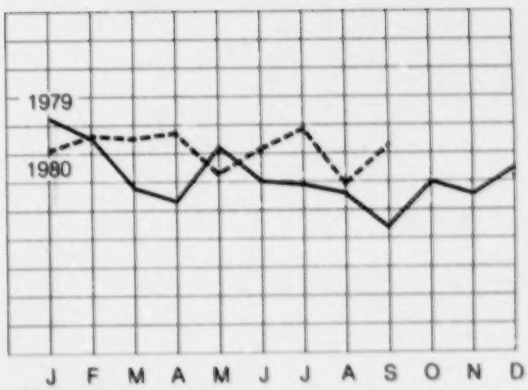




January-September
1979: 986
1980: 1,047 ↑6%

Certificates Suspended or Revoked





January-September
1979: 1,417
1980: 1,625 ↑15%

Enforcement Actions	1976	1977	1978	1979	September 1979	September 1980
Civil Penalties	1,281	1,326	1,308	1,243	**88**	**138**
Amount Collected (Dollars in Thousands)	$713.5	$544.6	$546.2	$1,801.5	**$66.8**	**$101.3**
Certificates Suspended or Revoked	1,761	1,852	1,689	1,873	**114**	**185**

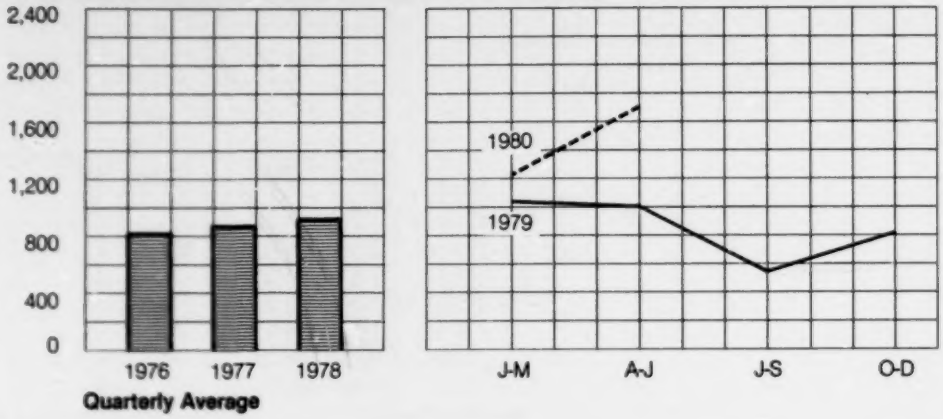
Source: Chief, Counsel, AGC-10, Updated Monthly, September 1980

Monthly Management Report/November 1980

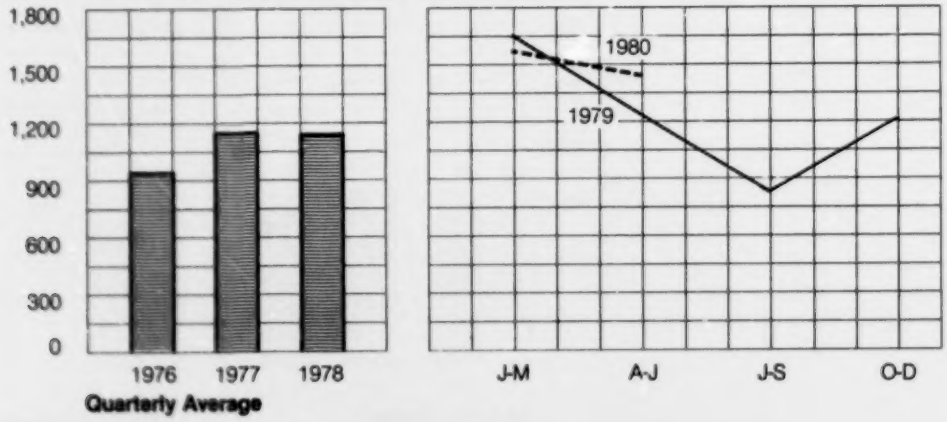
Airmen Safety Education

Physiological Training—pilot oriented training directed toward survival in the flight environment. The pilot is familiarized with the physiological problem of flight, and taught to use the many devices that have been developed to assist in compensating for the numerous environmental changes that are caused by flight. Global Survival—provides pilots with knowledge, principles and practices for survival in a hostile environment in case of crash or ditching.

Total Accident Prevention Clinics



Total Pilots in Physiological Training



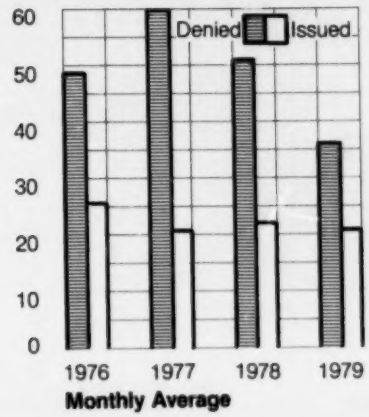
Airman Safety Education					Apr-Jun	
	1976	1977	1978	1979	1979	1980
Accident Prevention Clinics	3,304	3,476	3,656	3,454	1,013	1,704
(Aviation Medicine Participation)	(53)	(33)	(55)	(30)	(15)	(17)
Aviation Medical Examiner Seminars	15	12	14	16	4	5
Pilot Training						
Physiological Training	3,759	4,589	4,572	4,919	1,232	1,441
Global Survival Training	0	0	0	0	18	29
Total	**3,759**	**4,589**	**4,572**	**4,919**	**1,250**	**1,470**

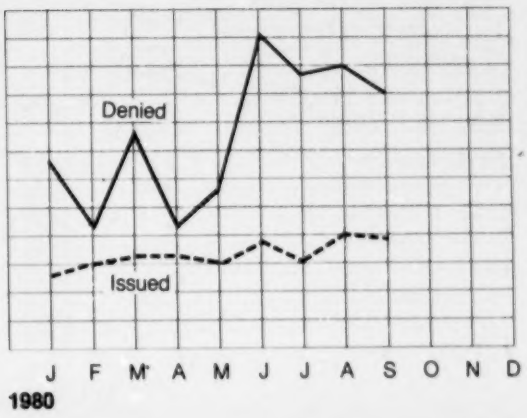
Source: Aviation Medicine, AAM-600 and Flight Operations, AFO-800, Updated Quarterly, June 1980

Monthly Management Report/November 1980

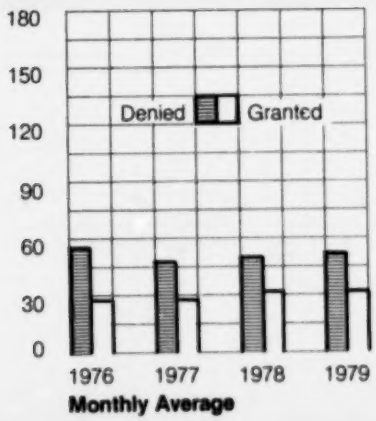
Airmen Medical Certification Appeals

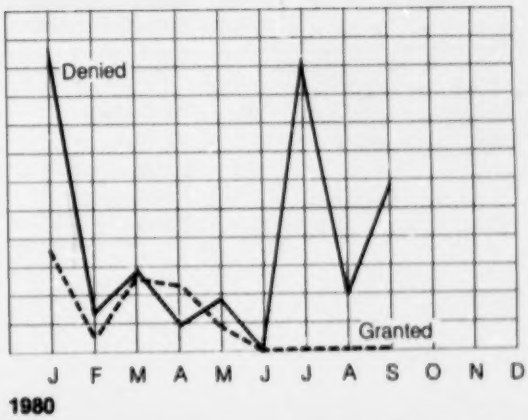
Federal Air Surgeon Reconsiderations





Petitions





	1976	1977	1978	1979	September 1979	September 1980
Reconsideration Decisions Rendered	900	974	868	683	43	63
Airman Medical Certificates Issued	309	249	259	248	11	18
Airman Medical Certificates Denied	591	725	609	435	32	45
Petitions						
Petitions Received	1,030	1,080	1,136	1,164	83	105
Petitions Granted	346	346	375	372	30	2
Petitions Denied	678	588	617	626	28	88
Petitions Pending	460	524	596	686	640	839

Source: Aviation Medicine, AAM-600, Updated Monthly, September 1980

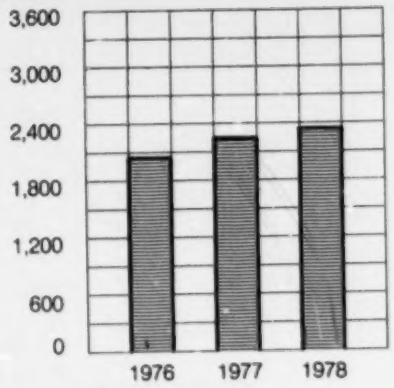
Monthly Management Report/November 1980

Aircraft Handled at Air Route Traffic Control Centers

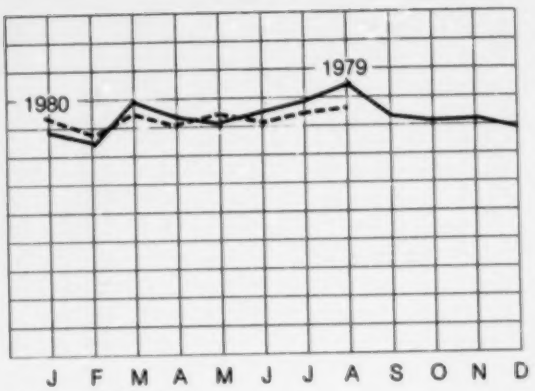
Aircraft Handled—The number of departures multiplied by two plus the number of overs.
**Preliminary*
Note: Totals may not add due to rounding.

In thousands

Aircraft Handled



Monthly Average



January-August
1979: 19,949
1980: 20,047→0%*

Aircraft Handled	1976	1977	1978	1979	August 1979	August 1980*
Air Carrier	12,598	13,253	13,822	13,955	**1,150**	**1,192**
Air Taxi	1,418	1,738	1,967	2,448	**196**	**228**
General Aviation	6,070	7,177	7,920	9,014	**730**	**771**
Military	4,134	4,594	4,671	4,785	**377**	**405**
Total	**24,220**	**26,762**	**28,381**	**30,202**	**2,453**	**2,597**

Source: Management Systems, AMS-200, Updated Monthly, August 1980

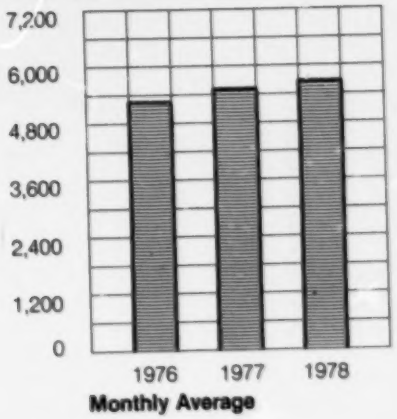
Monthly Management Report/November 1980

Operations at FAA Air Traffic Control Towers

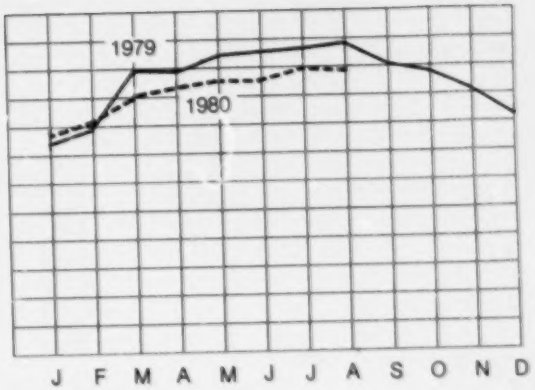
**Preliminary*
Note: Totals may not add due to rounding.

In thousands

Total Operations



Monthly Average



January-August
1979: 46,041
1980: 44,006 ↓4%*

Operations	1976	1977	1978	1979	August 1979	August 1980*
Air Carrier	9,574	9,882	10,214	10,326	843	873
Air Taxi	2,977	3,419	3,883	4,490	383	423
General Aviation	48,793	50,836	51,664	51,703	4,587	4,343
Military	2,630	2,665	2,532	2,554	211	212
Total	**63,975**	**66,801**	**68,294**	**69,073**	**6,024**	**5,851**

Source: Management Systems, AMS-200, Updated Monthly, August 1980

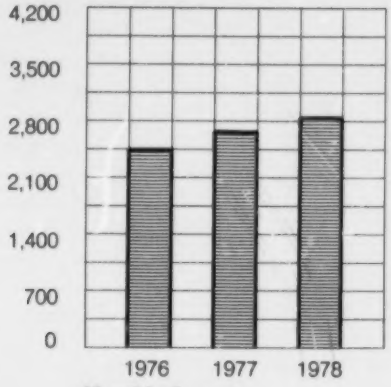
Monthly Management Report/November 1980

Instrument Operations at FAA Air Traffic Control Towers

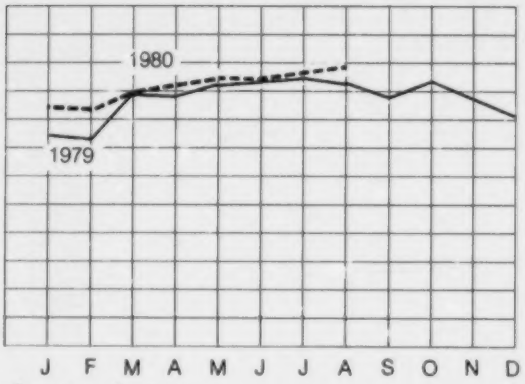
**Preliminary*
Note: Totals may not add due to rounding.

In thousands

Instrument Operations



Monthly Average



January-August
1979: 24,226
1980: 25,555 ↑5%*

Instrument Operations

	1976	1977	1978	1979	August 1979	August 1980*
Air Carrier	9,781	10,197	10,584	10,688	**871**	**953**
Air Taxi	2,269	2,714	3,149	3,842	**313**	**387**
General Aviation	13,654	15,510	16,781	18,415	**1,596**	**1,792**
Military	3,643	3,741	3,696	3,988	**313**	**347**
Total	**29,348**	**32,162**	**34,209**	**36,933**	**3,094**	**3,479**

Source: Management Systems, AMS-200, Updated Monthly, August 1980

Monthly Management Report/November 1980

Flight Services

Flight Services = Sum of flight plans originated and pilots briefs multiplied by two, plus the number of aircraft contacted.

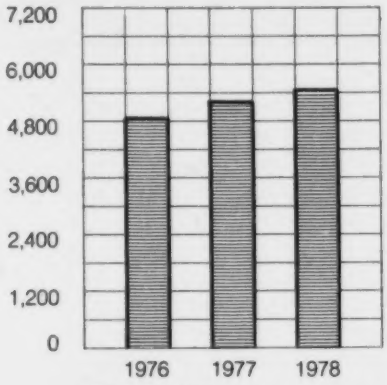
**Preliminary*

***Includes Flight Service Station and Combined Stations/Towers but excludes International Flight Service Stations*

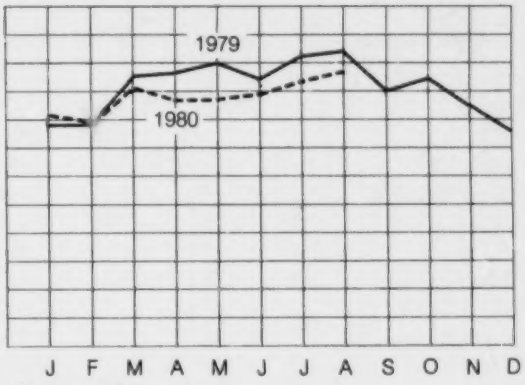
Note: Totals may not add due to rounding.

In thousands

Flight Services



Monthly Average



January-August
1979: 44,605
1980: 42,704 ↓ 4%

Source: Management Systems, AMS-200, Updated Monthly, August 1980

Monthly Management Report/November 1980

Flight Services**					**August**	
	1976	1977	1978	1979	**1979**	**1980***
Pilot Briefs	16,136	17,422	18,277	18,955	**1,472**	**1,634**
Flight Plans Originated	8,209	8,850	9,170	9,437	**803**	**819**
Aircraft Contacted	9,904	10,179	10,319	10,175	**931**	**965**
Total	**58,594**	**62,722**	**65,214**	**66,959**	**5,481**	**5,872**

Regional Air Traffic Data

Region	ARTC Aircraft Handled				August		Flight Services**				August	
	1976	1977	1978	1979	1979	1980*	1976	1977	1978	1979	1979	1980*
Alaskan	305	306	307	317	**27**	**34**	2,618	2,760	2,686	2,246	**217**	**275**
Central	1,093	1,258	1,351	1,443	**112**	**119**	5,022	5,405	5,285	5,295	**407**	**442**
Eastern	2,945	3,265	3,228	3,436	**286**	**301**	8,436	9,011	9,490	9,858	**821**	**922**
Great Lakes	5,848	6,360	6,706	6,999	**594**	**621**	8,342	9,101	9,242	9,381	**796**	**939**
New England	911	974	1,012	1,128	**93**	**110**	1,940	2,001	2,123	2,393	**202**	**244**
Northwest	709	850	924	996	**80**	**87**	2,793	2,927	3,027	3,091	**268**	**306**
Pacific/Asia	424	434	456	464	**36**	**40**	508	564	584	573	**46**	**53**
Rocky Mountain	1,340	1,477	1,619	1,820	**146**	**162**	3,458	3,842	4,101	4,101	**330**	**386**
Southern	5,100	5,634	6,156	6,365	**500**	**512**	10,435	10,901	11,639	12,275	**1,040**	**942**
Southwest	3,427	3,836	4,042	4,541	**367**	**360**	7,941	8,570	9,129	9,487	**717**	**711**
Western	2,119	2,368	2,579	2,694	**212**	**251**	7,100	7,640	7,908	8,261	**637**	**651**
Total	**24,220**	**26,762**	**28,381**	**30,202**	**2,453**	**2,597**	58,594	62,722	65,214	66,959	**5,481**	**5,872**

Region	Total Tower Operations				August		Instrument Operations				August	
	1976	1977	1978	1979	1979	1980*	1976	1977	1978	1979	1979	1980*
Alaskan	1,084	1,141	1,052	1,000	**93**	**110**	216	206	208	199	**16**	**32**
Central	3,144	3,164	3,212	3,210	**307**	**256**	1,529	1,622	1,747	1,801	**153**	**156**
Eastern	7,903	8,469	8,512	8,384	**752**	**726**	4,774	5,182	5,376	5,855	**500**	**542**
Great Lakes	10,394	10,238	10,445	10,391	**1,020**	**888**	4,643	5,167	5,567	6,084	**554**	**614**
New England	3,026	3,145	3,265	3,256	**317**	**298**	992	1,142	1,226	1,368	**119**	**145**
Northwest	3,415	3,635	3,622	3,587	**333**	**335**	1,016	1,143	1,202	1,372	**119**	**127**
Pacific/Asia	612	684	801	871	**71**	**71**	484	500	534	570	**45**	**53**
Rocky Mountain	2,932	3,138	3,131	3,269	**305**	**282**	1,150	1,299	1,388	1,427	**118**	**137**
Southern	10,893	11,390	11,963	12,213	**862**	**974**	6,552	7,244	7,841	8,337	**652**	**716**
Southwest	6,982	7,542	7,759	8,030	**699**	**691**	3,673	4,004	4,299	4,715	**402**	**453**
Western	13,590	14,256	14,531	14,863	**1,265**	**1,220**	4,318	4,613	4,821	5,205	**416**	**502**
Total	**63,975**	**66,801**	**68,294**	**69,073**	**6,024**	**5,851**	29,348	32,162	34,209	36,933	**3,094**	**3,479**

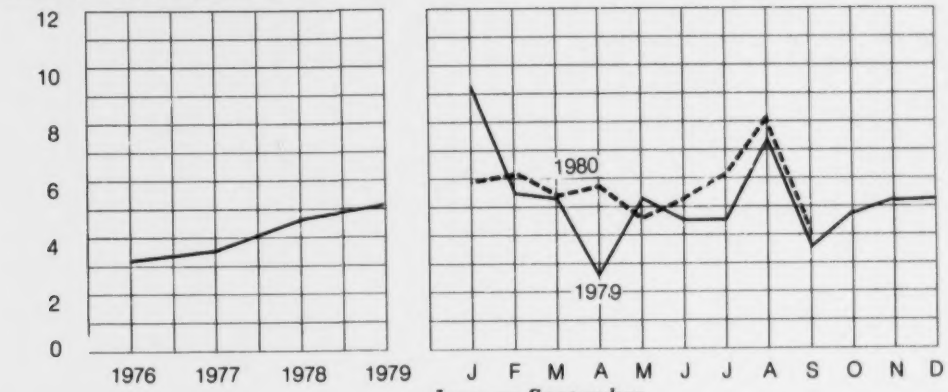
In Thousands
**Preliminary*
***Includes Flight Service Stations and Com-- bined Station/Towers but excludes International Flight Service Stations.*
Note: Totals may not add due to rounding.

Source: Management Systems, AMS-200, Updated Monthly, August 1980

Monthly Management Report/November 1980

Air Traffic Delays of 30 Minutes or More– Systemwide

Delays per 1,000 Operations



January-September
1979: 5.3
1980: 5.6 ↑6%

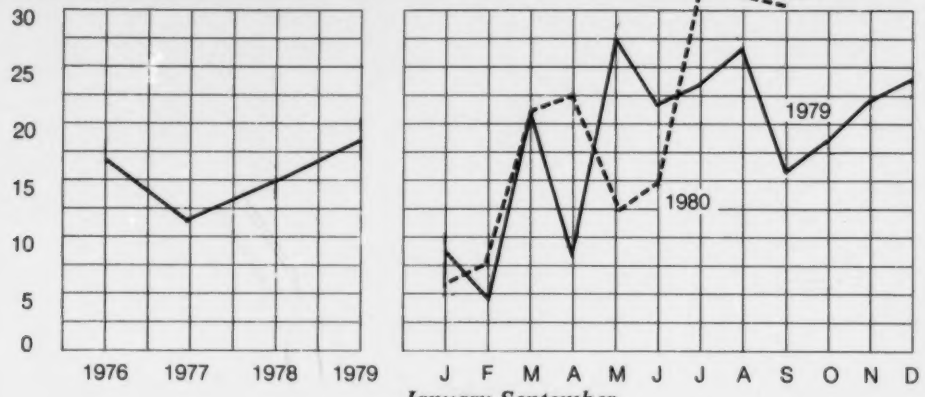
	1976	1977	1978	1979	September 1979	September 1980
Total Delays	36,196	39,063	52,239	61,598	**3,616**	**4,009**
Weather	76%	83%	79%	84%	**83%**	**61%**
Equipment Failures	4%	2%	7%	3%	**4%**	**8%**
Weather and Equipment Failures	11%	5%	3%	4%	**4%**	**9%**
Other Causes	9%	10%	11%	9%	**9%**	**22%**
Total Delays per 1,000 Operations	3.4	3.5	4.6	5.2	**3.6**	**4.1**

Source: Associate for Air Traffic and Airway Facilities, ATF-2, Updated Monthly, September 1980

Monthly Management Report/November 1980

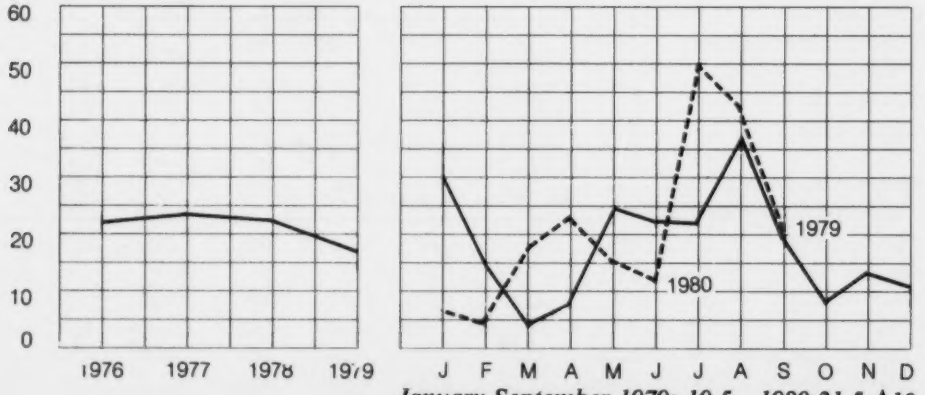
Air Traffic Delays of 30 Minutes or More– LaGuardia, Kennedy Airports

Delays per 1,000 Operations (LaGuardia)



January-September
1979: 17.6
1980: 38.4 ↑118%

Delays per 1,000 Operations (Kennedy)



January-September 1979: 19.5 1980:21.5 ↑10

Source: Associate for Air Traffic and Airway Facilities, ATF-4, Updated Monthly, September 1980

Monthly Management Report/November 1980

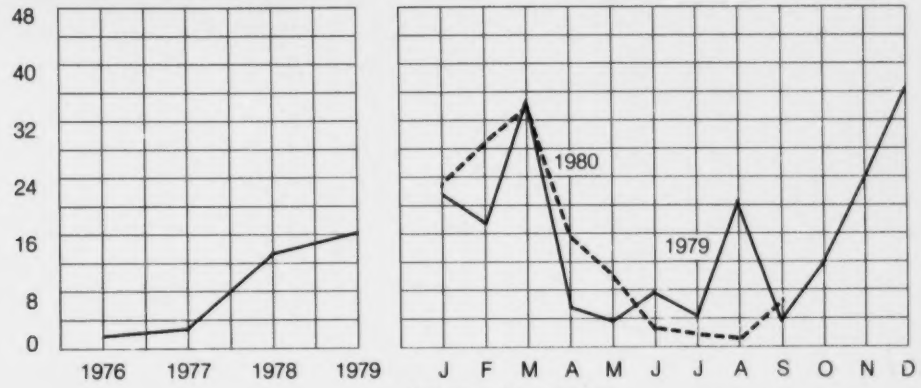
LaGuardia	1976	1977	1978	1979	September 1979	September 1980
Total Delays	5,803	4,049	5,460	6,293	**442**	**1,048**
Weather	74%	74%	72%	73%	**86%**	**25%**
Equip. Failures	3%	2%	14%	9%	**2%**	**20%**
Weather and Equip. Failure	19%	29%	1%	7%	**—**	**17%**
Other Causes	4%	4%	13%	11%	**12%**	**38%**
Total Delays per 1,000 Operations	16.8	11.4	14.8	18.4	**15.9**	**38.4**

Kennedy	1976	1977	1978	1979	September 1979	September 1980
Total Delays	7,092	7,804	7,762	5,552	**482**	**564**
Weather	86%	91%	88%	84%	**71%**	**53%**
Equip. Failures	6%	1%	3%	2%	**2%**	**—**
Weather and Equip. Failure	5%	—	1%	9%	**—**	**6%**
Other Causes	3%	8%	8%	5%	**27%**	**41%**
Total Delays per 1,000 Operations	21.3	22.2	21.6	17.1	**18.3**	**21.6**

Air Traffic Delays of 30 Minutes or More– Denver, Atlanta Airports

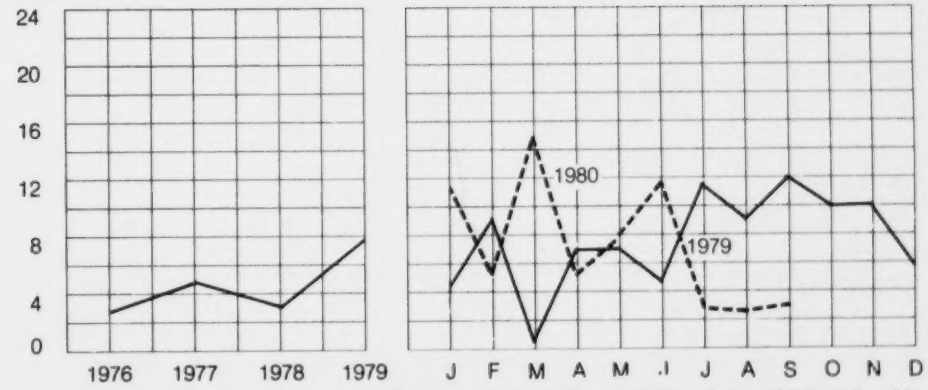
NA—Not Available

Delays per 1,000 Operations (Denver)



January-September
1979: 13.6
1980: 13.5 ↓ 1%

Delays per 1,000 Operations (Atlanta)



January-September 1979: 7.2 1980: 7.2→0%

Source: Associate for Air Traffic and Airway Facilities, ATF-4, Updated Monthly, September 1980

Monthly Management Report/November

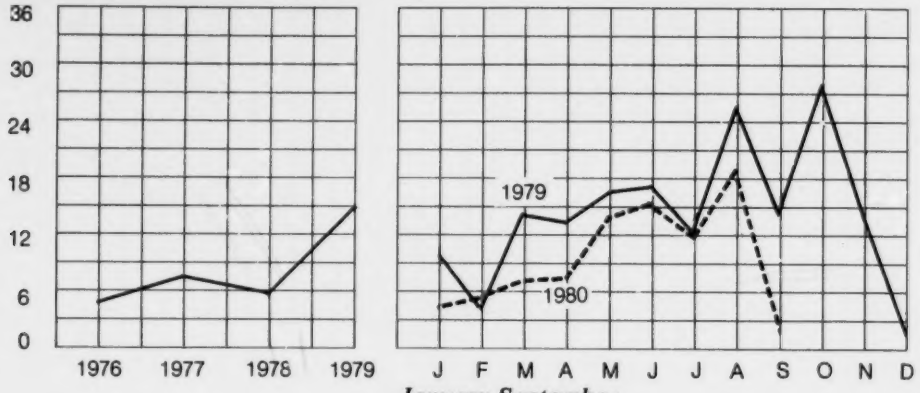
Denver	1976	1977	1978	1979	September 1979	September 1980
Total Delays	661	1,282	6,283	7,781	**142**	**253**
Weather	NA	NA	93%	99%	**100%**	**98%**
Equip. Failures	NA	NA	4%	—	**—**	**—**
Weather and Equip. Failure	NA	NA	—	—	**—**	**—**
Other Causes	NA	NA	3%	1%	**—**	**2%**
Total Delays per 1,000 Operations	1.5	2.7	13.4	18.0	**3.4**	**6.4**

Atlanta	1976	1977	1978	1979	September 1979	September 1980
Total Delays	1,339	2,443	1,770	4,545	**600**	**158**
Weather	67%	71%	65%	80%	**95%**	**98%**
Equip. Failures	11%	9%	7%	1%	**2%**	**—**
Weather and Equip. Failure	9%	1%	3%	2%	**—**	**—**
Other Causes	13%	19%	25%	17%	**3%**	**2%**
Total Delays per 1,000 Operations	2.7	4.7	3.1	7.5	**12.0**	**3.1**

Air Traffic Delays of 30 Minutes or More– Boston, O'Hare Airports

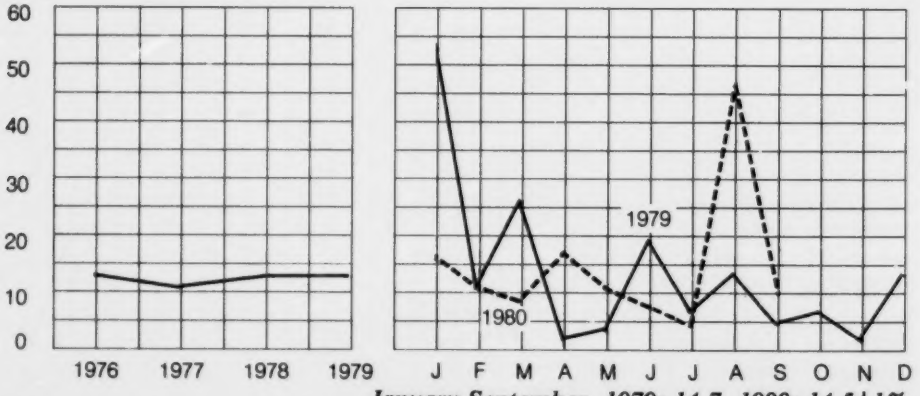
NA—Not Available

Delays per 1,000 Operations (Boston)



January-September
1979: 14.7
1980: 9.7 ↓ 34%

Delays per 1,000 Operations (O'Hare)



January-September 1979: 14.7 1980: 14.5 ↓ 1%

Source: Associate for Air Traffic and Airway Facilities, ATF-4, Updated Monthly, September 1980

Monthly Management Report/November 1980

Boston	1976	1977	1978	1979	September 1979	September 1980
Total Delays	1,464	2,679	2,019	5,352	**460**	**52**
Weather	NA	NA	78%	79%	**94%**	**75%**
Equip. Failures	NA	NA	3%	1%	**—**	**—**
Weather and Equip. Failure	NA	NA	2%	3%	**—**	**—**
Other Causes	NA	NA	17%	8%	**6%**	**25%**
Total Delays per 1,000 Operations	4.7	7.8	5.8	14.8	**14.7**	**1.9**

O'Hare	1976	1977	1978	1979	September 1979	September 1980
Total Delays	9,318	7,770	9,571	9,410	**288**	**593**
Weather	79%	88%	85%	94%	**94%**	**92%**
Equip. Failures	1%	1%	—	—	**—**	**2%**
Weather and Equip. Failure	12%	8%	12%	1%	**—**	**—**
Other Causes	8%	3%	3%	5%	**6%**	**6%**
Total Delays per 1,000 Operations	12.9	10.4	12.8	12.7	**4.5**	**9.9**

National Airspace System Facilities

Facilities	Acronym/ Abbrev.	1976	1977	1978	1979	1980 J-M	1980 A-J	1980 J-S	1980 O-D
Total Facilities		**16,902**	**17,337**	**17,964**	**18,384**	**18,602**	**18,753**		
A. Primary Facilities Total		**12,581**	**13,027**	**13,658**	**14,428**	**14,637**	**14,808**		
1. Air Navigation System									
Tactical Air Navigation Facility Colocated With a Very High Frequency Omnidirectional Range	TACR	706	698	697	695	695	695		
Very High Frequency Omnidirectional Range	VOR	919	926	930	932	934	934		
Approach Light System	ALS	212	152	133	128	127	126		
Instrument Landing System—Glide Slope Component	ILS-GS	544	566	580	607	610	615		
Instrument Landing System—Localizer Component	ILS-LOC	593	620	633	686	695	705		
Runway End Identification Lights	REIL	187	210	286	368	379	392		
Runway Visual Range	RVR	362	376	390	397	401	404		
Visual Approach Slope Indicator	VASI	340	502	662	775	801	825		
Other		2,483	2,382	2,479	2,647	2,472	2,503		
2. Air Traffic Control System									
A. Enroute Control Service Subtotal		**1,838**	**1,892**	**2,019**	**2,132**	**2,165**	**2,192**		
Air Route Surveillance Radar	ARSR	97	99	99	103	105	106		
Air Route Traffic Control Center	ARTCC	23	23	23	22	22	22		
Combined Air Route Traffic Control Center and Radar Approach Control	CERAP	2	2	2	3	3	3		
Remote Center Air/Ground Communication	RCAG	510	523	542	563	573	580		
Other		1,206	1,245	1,353	1,441	1,218	1,233		
B. Terminal Control Services Subtotal		**2,451**	**2,620**	**2,707**	**2,852**	**2,918**	**2,959**		
Airport Surveillance Radar	ASR	164	178	182	181	183	184		
Air Traffic Control Tower	ATCT	413	425	428	428	429	430		
Combined Station-Tower	CST	18	8	6	5	4	4		
Direction Finder Equipment	DF	47	38	34	30	27	25		
Other		1,809	1,971	2,057	2,207	2,270	2,312		
C. Flight Service Facilities Subtotal		**1,946**	**2,083**	**2,142**	**2,209**	**2,216**	**2,230**		
Direction Finder Equipment	DF	168	170	171	173	174	176		
Flight Service Station	FSS	319	318	318	317	317	317		
International Flight Service Station	IFSS	7	7	6	6	6	6		
Remote Communications Outlet	RCO	26	785	844	878	890	902		
Other		1,426	803	803	835	818	818		
B. Secondary Facilities/Buildings Total		**4,321**	**4,310**	**4,306**	**3,956**	**3,965**	**3,945**		

Source: Airway Facilities, AAF-100, Updated Quarterly, June 1980

Monthly Management Report/November 1980

Inventory of Active FAA Aircraft

Type Aircraft	1976	1977	1978	1979	1980 3/31/80	1980 6/30/80	1980 9/30/80	1980 12/31/80
FAA Owned								
B-720 Boeing	1	1	1	0	0	0	0	
CV-880 Convair	1	1	1	1	1	1	0	
L-1329 Lockheed	1	1	1	1	1	1	1	
B-727 Boeing	3	4	4	4	4	4	4	
DC-9 McDonnell-Douglas	1	1	1	1	1	1	1	
Sabre 40 Rockwell	4	4	4	4	4	4	4	
Sabre 80 Rockwell	15	15	15	15	15	15	15	
AC-1121 Rockwell	5	5	5	5	5	5	5	
L-188 Lockheed	1	1	0	0	0	0	0	
CV-580 Convair	5	5	5	5	5	5	5	
G-159 Grumman	3	3	3	3	3	3	3	
BE-200 Beechcraft	1	1	1	1	1	1	1	
DC-6 Douglas	1	0	0	0	0	0	0	
C-123 Fairchild	1	1	1	1	1	1	1	
T-29 Convair	3	0	0	0	0	0	0	
CE-500 Cessna	0	0	1	1	1	1	1	
DC-3 Douglas-Type II	13	8	4	4	4	4	4	
DC-3 Douglas	1	0	0	0	0	0	0	
AC-680 Rockwell	1	1	1	1	1	1	1	
BE-80 Beechcraft	4	4	4	4	4	4	0	
BE-55 Beechcraft	4	4	4	4	4	4	1	
C-90 Beechcraft	0	0	0	0	2	5	5	
Sub-Total FAA Owned	**69**	**60**	**56**	**55**	**57**	**60**	**52**	
Lease Purchase								
CE-421 Cessna	2	2	2	2	2	2	2	
CE-500 Cessna	1	1	0	0	0	0	0	
Sub-Total Lease Purchase	**3**	**3**	**2**	**2**	**2**	**2**	**2**	
Exclusive Use Lease								
Sabre 40 Rockwell	1	1	1	1	1	1	1	
AC-1121 Rockwell	1	1	1	0	0	0	0	
Model 25 Gates Lear Jet	1	1	1	0	0	0	0	
BE-99 Beechcraft	1	0	0	0	0	0	0	
BE-90 Beechcraft	1	0	0	0	0	0	0	
DHC-6 Dehavilland	1	1	1	0	0	0	0	
AC-690A Rockwell	0	1	1	0	0	0	0	
CE-550 Cessna	0	0	1	1	1	1	1	
Bell 206L	0	0	1	1	1	1	1	
Sub-Total Excl. Use Lease	**6**	**5**	**7**	**3**	**3**	**3**	**3**	
Loan								
A-90 Beechcraft	1	1	1	1	1	1	1	
CH-53A Sikorsky	0	0	1	1	1	1	1	
T-39 Rockwell	0	0	0	1	1	1	1	
Sub-Total Loan	**1**	**1**	**2**	**3**	**3**	**3**	**3**	
Total Aircraft	**79**	**69**	**67**	**63**	**65**	**68**	**60**	

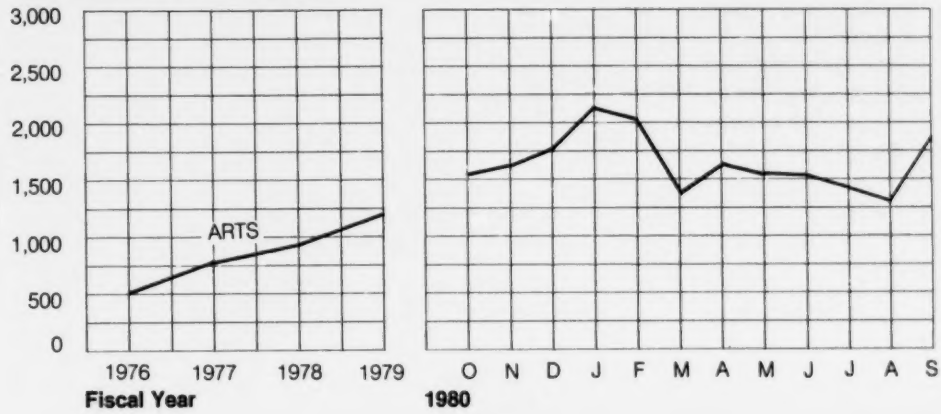
Source: Flight Operations, AFO-700, Updated Quarterly, September 1980

Monthly Management Report/November 1980

Unscheduled Outages and Restorations Terminal Systems –Air Traffic Control Services

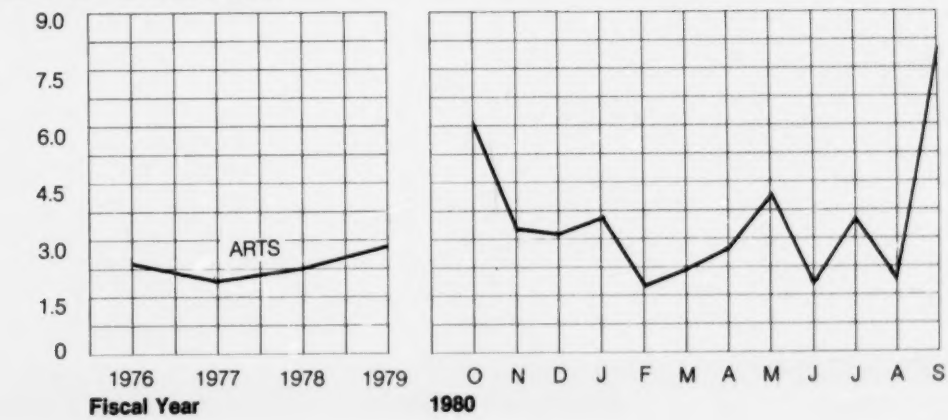
Unscheduled Outage: An unplanned interruption that lasts for one minute or more
Mean Time Between Outages: Represents the average time between outages

Mean Time Between Outages (Hrs.)



Mean Time to Restore: Represents the average duration per outage

Mean Time to Restore (Hrs.)



Source: Airway Facilities, AAF-100 Updated Monthly, September 1980

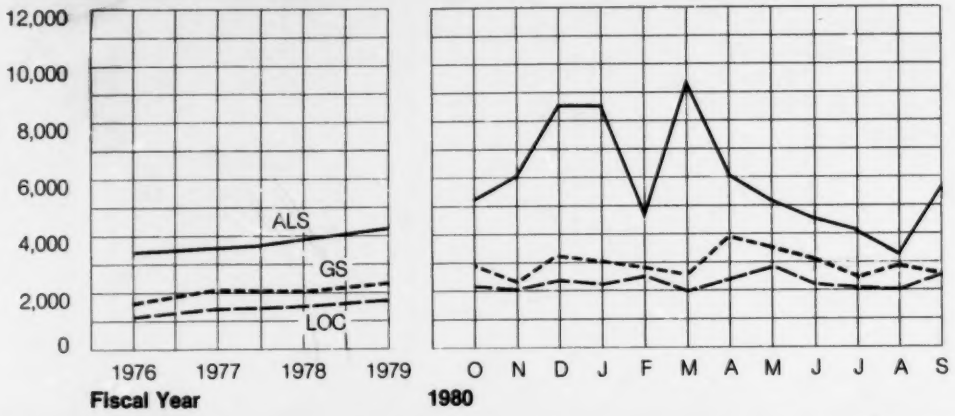
Monthly Management Report/November 1980

	Fiscal Year				September	
	1976	1977	1978	1979	**1979**	**1980**
Automated Radar Terminal Service (ARTS)						
Mean Time Between Outages	526	780	918	1,185	**1,364**	**1,869**
Mean Time to Restore	2.43	1.96	2.27	2.89	**2.27**	**7.94**

Unscheduled Outages and Restorations Terminal Systems –Landing Aids

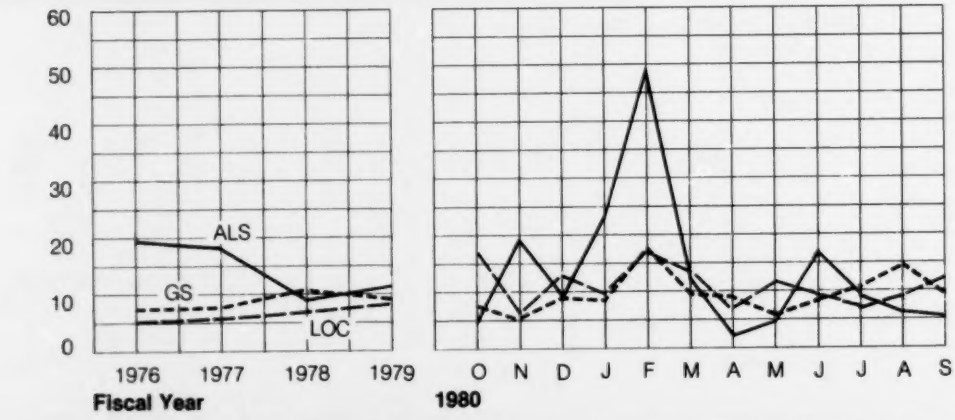
Unscheduled Outage: An unplanned interruption that lasts one minute or more
Mean Time Between Outages: Represents the average time between outages

Mean Time Between Outages (Hrs.)



Mean Time to Restore: Represents the average duration per outage

Mean Time to Restore (Hrs.)



	Fiscal Year				September	
	1976	1977	1978	1979	**1979**	**1980**
Airport Light System (ALS)						
Mean Time Between Outages	3,427	3,565	3,852	4,342	**5,832**	**5,691**
Mean Time to Restore	19.38	18.46	9.00	11.01	**15.31**	**5.26**
Glide Slope (GS)						
Mean Time Between Outages	1,658	2,093	2,009	2,382	**2,582**	**2,671**
Mean Time to Restore	7.03	7.56	10.40	9.4	**9.2**	**9.88**
Localizer (LOC)						
Mean Time Between Outages	1,102	1,426	1,524	1,760	**2,168**	**2,542**
Mean Time to Restore	5.19	5.45	6.90	8.40	**15.71**	**11.12**

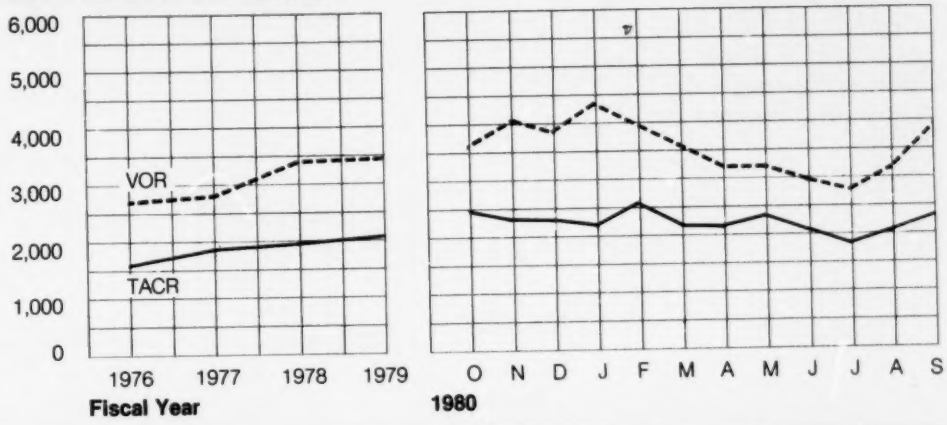
Source: Airway Facilities, AAF-100, Updated Monthly, September 1980

Monthly Management Report/November 1980

Unscheduled Outages and Restorations Enroute Systems –Navigational Aids

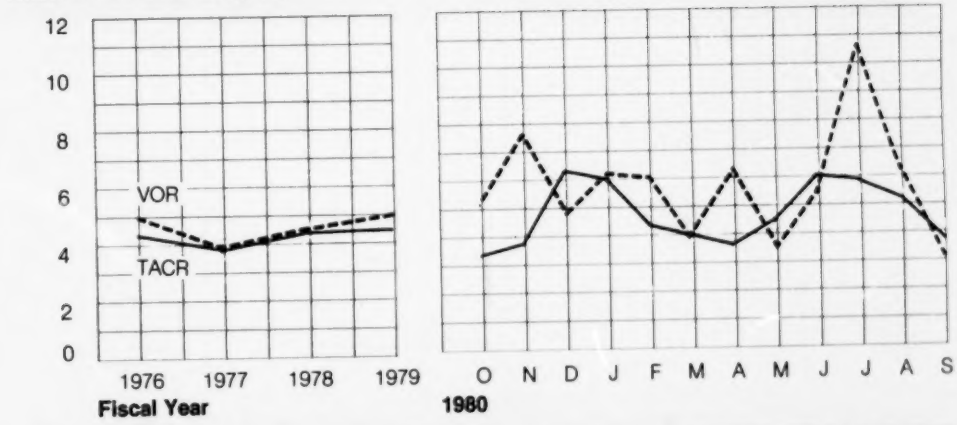
Unscheduled Outage: An unplanned interruption that lasts one minute or more
Mean Time Between Outages: Represents the average time between outages

Mean Time Between Outages (Hrs.)



Mean Time to Restore: Represents the average duration per outage

Mean Time to Restore (Hrs.)



	Fiscal Year				September	
	1976	1977	1978	1979	**1979**	**1980**
Very High Frequency Omnidirectional Range (VOR)						
Mean Time Between Outages	2,615	2,768	3,365	3,403	**3,663**	**3,943**
Mean Time to Restore	4.90	3.87	4.37	4.94	**7.33**	**3.14**
Tactical Air Navigational Facility Colocated with a VOR (TACR)						
Mean Time Between Outages	1,569	1,823	1,978	2,077	**2,219**	**2,361**
Mean Time to Restore	4.17	3.86	4.33	4.41	**4.91**	**3.66**

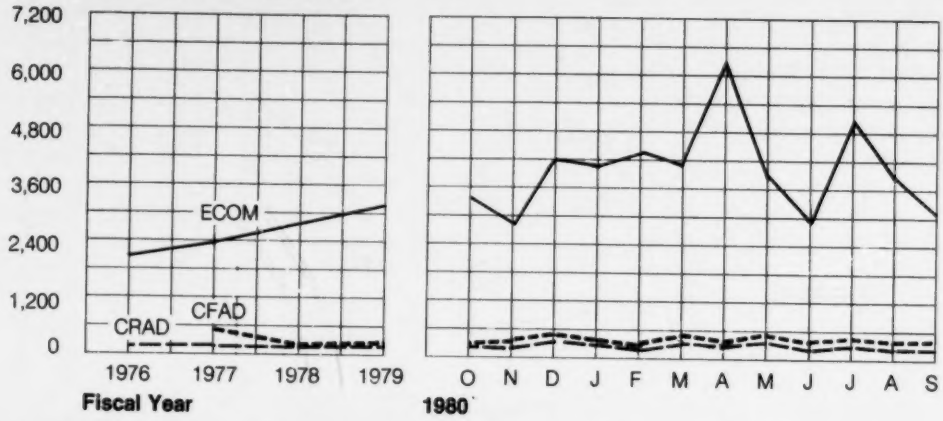
Source: Airway Facilities, AAF-100, Updated Monthly, September 1980

Monthly Management Report/November 1980

Unscheduled Outages and Restorations Enroute Systems –Air Traffic Control Services

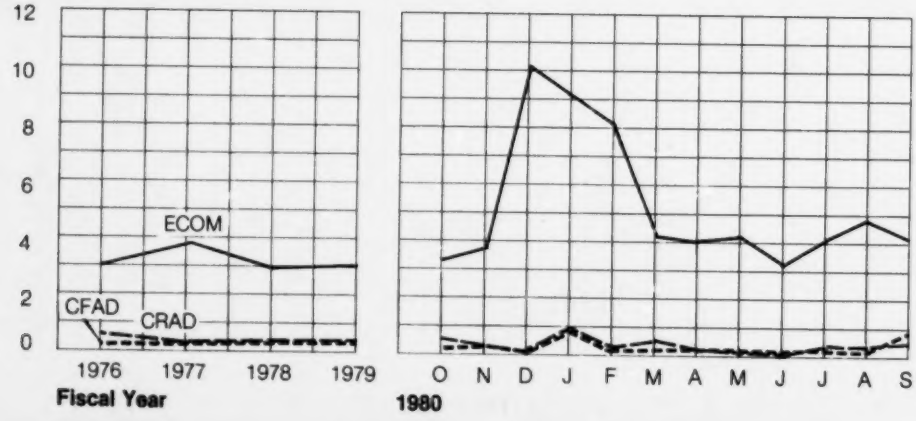
Unscheduled Outage: An unplanned interruption that lasts one minute or more
Mean Time Between Outages: Represents the average time between outages

Mean Time Between Outages (Hrs.)



Mean Time to Restore: Represents the average duration per outage

Mean Time to Restore (Hrs.)



	Fiscal Year				September	
	1976	1977	1978	1979	1979	1980
Composite Flight Data Processing (CFAD)						
Mean Time Between Outages	NA	489	197	252	277	308
Mean Time to Restore	.28	.21	.23	.23	.20	0.29
Composite Radar Data Processing (CRAD)						
Mean Time Between Outages	133	141	131	175	208	202
Mean Time to Restore	.62	.25	.35	.34	.20	0.98
Enroute Communications (ECOM)						
Mean Time Between Outages	2,091	2,333	2,707	3,169	3,663	3,115
Mean Time to Restore	3.01	3.69	2.99	3.04	4.42	3.69

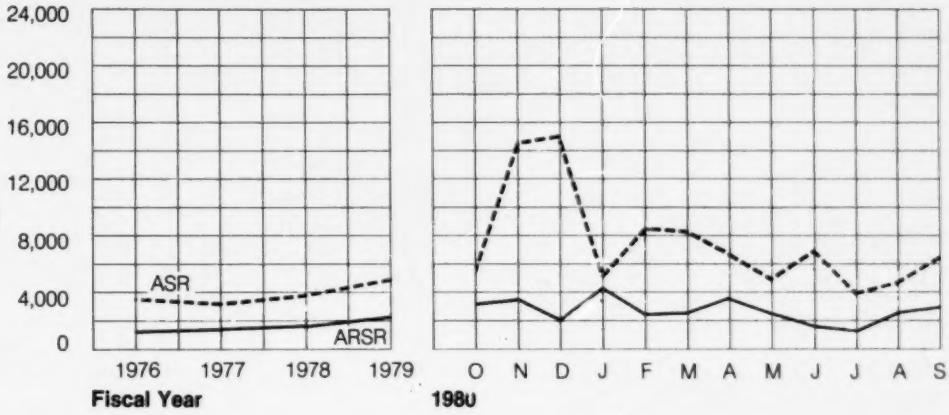
Source: Airway Facilities, AAF-100, Updated Monthly, September 1980

Monthly Management Report/November 1980

Unscheduled Outages and Restorations–Radar

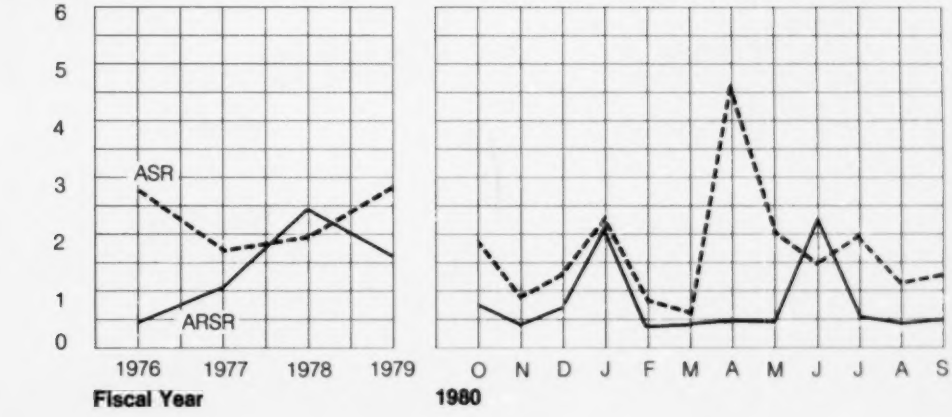
Unscheduled Outage: An unplanned interruption that lasts one minute or more
Mean Time Between Outages: Represents the average time between outages

Mean Time Between Outages (Hrs.)



Mean Time to Restore: Represents the average duration per outage

Mean Time to Restore (Hrs.)



	1976	1977	1978	1979	September 1979	September 1980
Air Route Surveillance Radar (ARSR)						
Mean Time Between Outages	1,126	1,507	1,787	2,122	**2,073**	**2,809**
Mean Time to Restore	0.43	1.10	2.45	1.57	**1.37**	**0.51**
Airport Surveillance Radar (ASR)						
Mean Time Between Outages	3,514	3,285	3,802	4,919	**4,626**	**6,254**
Mean Time to Restore	2.86	1.65	1.97	2.78	**2.79**	**1.36**

Source: Airway Facilities, AAF-100, Updated Monthly, September 1980

Monthly Management Report/November 1980

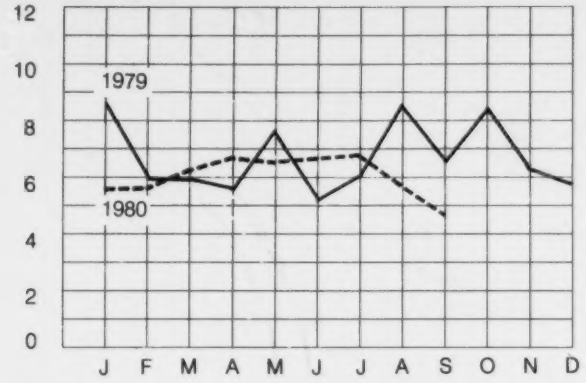
Enroute Systems
Computer Interruptions

Unscheduled Startover: An automation interruption where service is restored in less than one minute

Source: Airway Facilities, AAF-100, Updated Monthly, September 1980

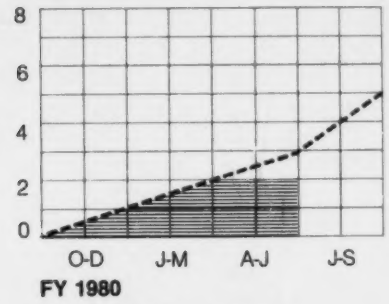
Monthly Management Report/November 1980

Unscheduled Startovers per Air Route Traffic Control Center per Week

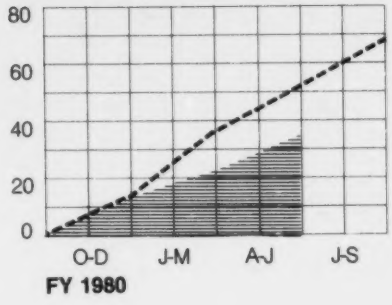


Facilities and Equipment 1980 Commissioning Plan –ARSR, DME, ILS, ALS/ MALSR, REIL, VASI, ARTS II, ASR and DF

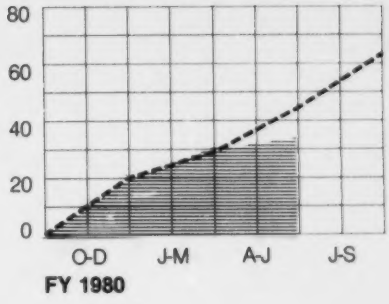
Air Route Surveillance Radar (ARSR)



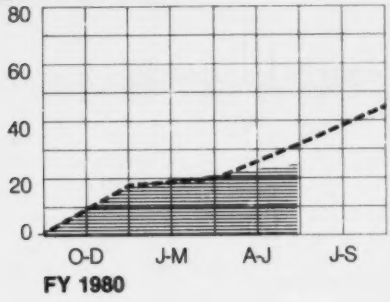
Distance Measuring Equipment (DME)



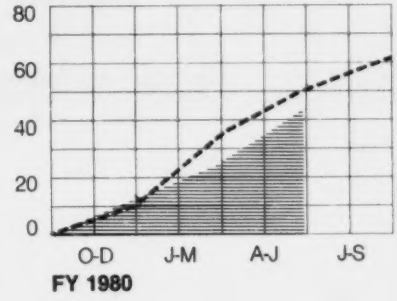
Instrument Landing System (ILS)



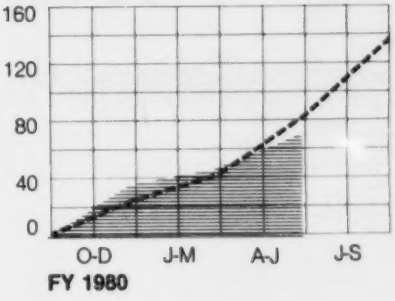
Approach Light System/Medium Intensity Approach Light System Runway Alignment Indicator Light (ALS/MALSR)



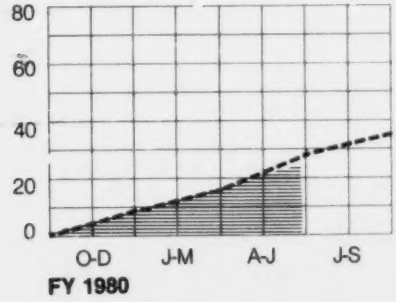
Runway End Identification Lights (REIL)



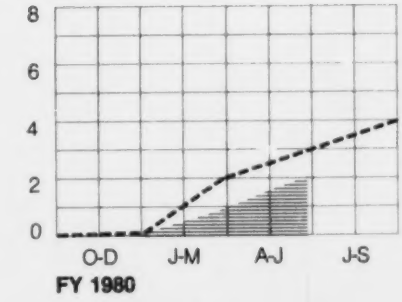
Visual Approach Slope Indicator (VASI)



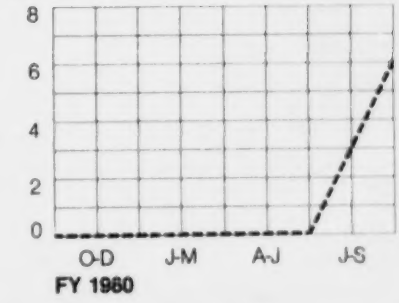
Automated Radar Terminal System (ARTS-II)



Airport Surveillance Radar (ASR)



Direction Finder (DF)



Program Goal

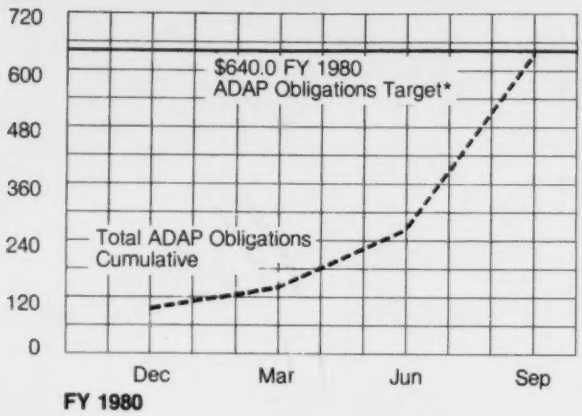
Accomplished

Source: Airway Facilities, AAF-100, Updated Quarterly, June 1980

Monthly Management Report/November 1980

Airport Grants Program Status

In millions



Source: Associate for Airports, ARP-10, Updated Quarterly, September 1980

Monthly Management Report/November 1980

Program	1976/TQ		1977		1978		1979		12/31/79		3/31/80		6/30/80		9/30/80	
	No. of Grants	Federal Funds	No. of Grants	Federal Funds	No. of Grants	Federal Funds	No. of Grants	Federal Funds	No. of Grants	Federal Funds	No. of Grants	Federal Funds	No. of Grants	Federal Funds	No. of Grants	Federal Funds
Airport Development Aid Program (ADAP) Obligations																
Air Carriers and Commuter Funds																
Entitlements		$210.6		$287.2		$332.3		$317.4		$ 92.8		$126.6		$182.6		$393.6
Air Carrier Discretionary		126.2		131.7		117.7		174.2		0		10.6		42.8		131.5
Commuter Discretionary		18.4		15.4		15.0		15.0		0		0		4.9		15.0
Total	335	$355.2	511	$434.3	504	$465.0	496	$506.6	16	$ 92.8	37	$137.2	149	$230.3	518	$540.1
General Aviation and Reliever Funds																
Entitlements		31.3		43.8		44.3		47.5		-2.9		3.1		17.6		50.7
General Aviation Discretionary		11.0		13.2		14.9		36.0		0		0		1.8		27.8
Reliever Discretionary		18.8		15.0		15.0		34.1		0		0.1		8.3		20.0
Territorial Discretionary		0		0		0.6		0		0		0		0		0.4
Total	190	$ 61.1	246	$ 72.0	257	$74.8	362	$117.6	24	$ 2.9	34	$ 3.2	95	$ 27.7	294	$ 98.9
Grand Total ADAP Obligations	525	$416.3	757	$506.3	761	$539.8	858	$824.2	40	$ 95.7	71	$140.4	244	$258.0	812	$639.0
Total ADAP Funds Authorized in AADA[a]		$500.0		$510.0		$540.0		$575.0		$610.0		$667.0[c]		$667.0		$667.0
Total ADAP Funds Available for Obligation (Section 302 of Appropriations Act)		$437.5		$545.0[b]		$540.0		$629.1		$640.0		$640.0		$640.0		$640.0
Planning Grant Program (PGP) Obligations	122	$ 6.0	205	$ 11.8	242	$ 14.0	241	$ 15.0	27	$ 1.3	55	$ 3.3	80	$ 5.1	165	$ 10.0
Total PGP Funds Authorized in AADA[a]		$ 15.0		$ 15.0		$ 15.0		$ 15.0		$ 15.0		$ 30.0[c]		$ 30.0		$ 30.0
Total PGP Funds Available for Obligation in Appropriations Acts		$ 17.8		0		$ 14.0		$ 15.0		$ 10.0		$ 10.0		$ 10.0		$ 10.0

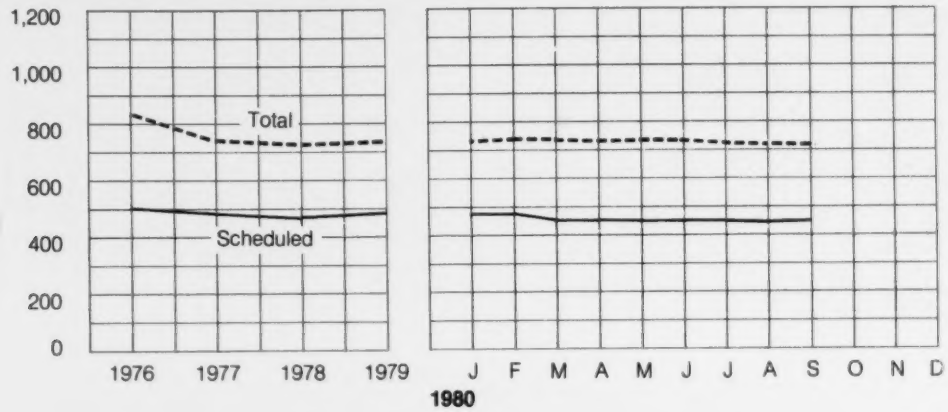
[a]Airport and Airway Development Act of 1970, as amended.

[b]Includes $35 million provided under Economic Stimulus Appropriations Act (P.L. 95-29).

[c]The Aviation Safety and Noise Abatement Act of 1979 (P.L. 96-193), enacted 2/18/80, increases authorized levels for the ADAP and PGP.

Airport Certification Status

Number of Certificated Air Carrier Airports



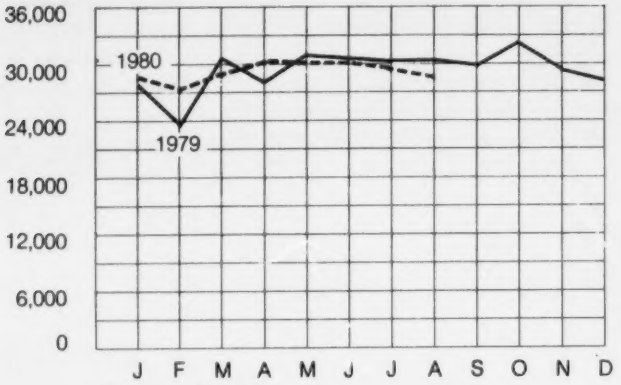
Source: Associate for Airports, ARP-10, Updated Monthly, September 1980

Monthly Management Report/November 1980

Certificated Air Carrier Airports	1976	1977	1978	1979	September 1979	September 1980
Scheduled Air Carrier Service	518	486	473	477	**480**	**453**
Unscheduled Air Carrier Service	329	261	257	259	**247**	**271**
Total	**847**	**747**	**730**	**736**	**727**	**724**

Washington National Airport Traffic Summary

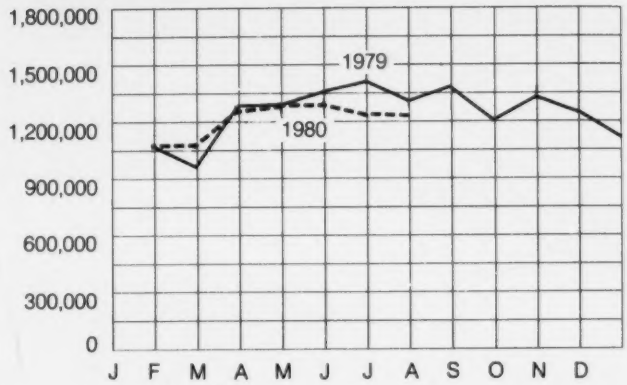
Total Operations



January-August
1979: 232,477 1980: 234,179 ↑1%

Operations	1976	1977	1978	1979	August 1980
Air Carrier	206,712	212,406	208,748	207,112	**17,249**
Air Taxi	43,238	46,658	48,713	48,594	**4,278**
General Aviation	75,554	85,859	94,132	96,802	**6,879**
Military	579	529	451	396	**31**
Total	**326,083**	**345,452**	**352,044**	**352,904**	**28,437**

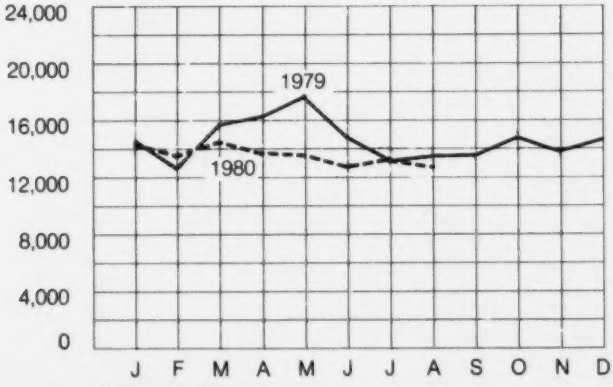
Total Passengers



January-August
1979: 10,228,115 1980: 9,800,827 ↓4%

Passengers (000)	1976	1977	1978	1979	August 1980
Air Carrier	11,735	12,612	13,461	14,278	**1,145**
Air Taxi	419	444	507	632	**59**
General Aviation	183	202	208	224	**20**
Military	—	—	—	—	**—**
Total	**12,337**	**13,258**	**14,176**	**15,134**	**1,224**

Total Cargo (000 lbs.)



January-August
1979: 117,610 1980: 108,116 ↓8%

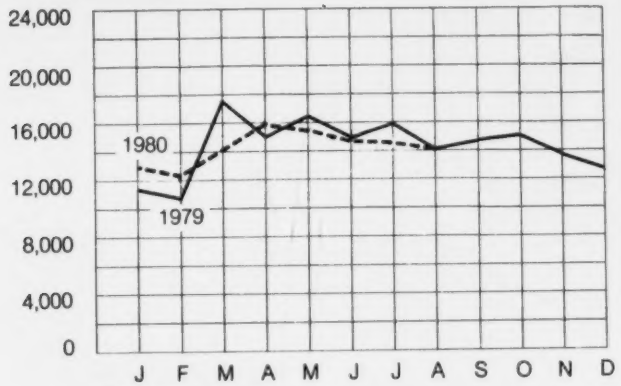
Cargo (000 lbs.)	1976	1977	1978	1979	August 1980
Mail	83,652	86,733	95,637	97,939	**8,289**
Freight	83,332	83,178	85,087	75,848	**4,549**
Total	**166,984**	**169,911**	**180,724**	**173,787**	**12,838**

Source: Associate for Airports, ARP-10, Updated Monthly, August 1980

Monthly Management Report/November 1980

Dulles International Airport Traffic Summary

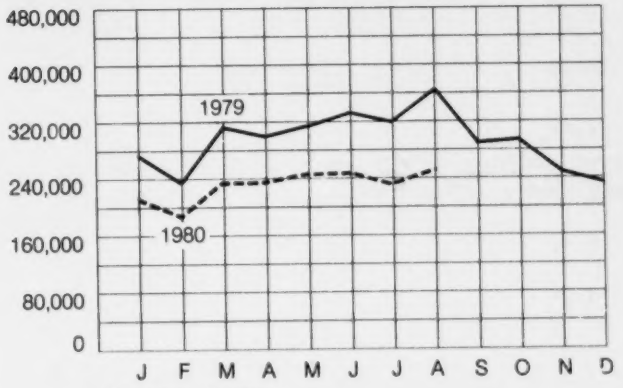
Total Operations



January-August
1979: 116,420 1980: 114,169 ↓2%

Operations	1976	1977	1978	1979	August 1980
Air Carrier	57,364	55,876	54,747	53,181	**2,979**
Air Taxi	11,739	6,945	4,869	9,210	**532**
General Aviation	96,601	109,863	108,796	101,175	**9,860**
Military	20,016	13,687	8,709	9,408	**870**
Total	**187,720**	**186,391**	**177,121**	**172,974**	**14,241**

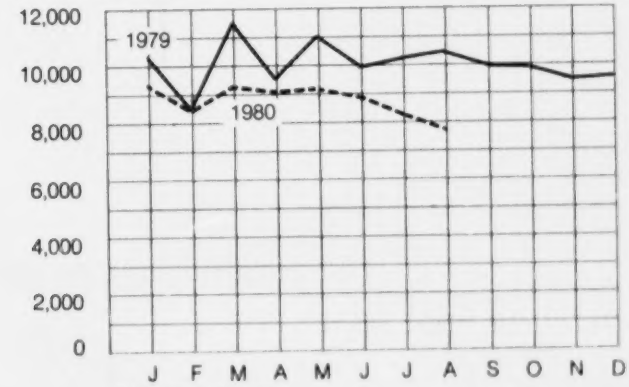
Total Passengers



January-August
1979: 2,458,252 1980: 1,854,469 ↓25%

Passengers (000)	1976	1977	1978	1979	August 1980
Air Carrier	2,676	2,693	3,011	3,112	**233**
Air Taxi	15	14	11	27	**1**
General Aviation	109	118	122	124	**9**
Military	41	43	46	62	**5**
Total	**2,841**	**2,868**	**3,190**	**3,525**	**248**

Total Cargo (000 lbs.)



January-August
1979: 81,906 1980: 70,369 ↓14%

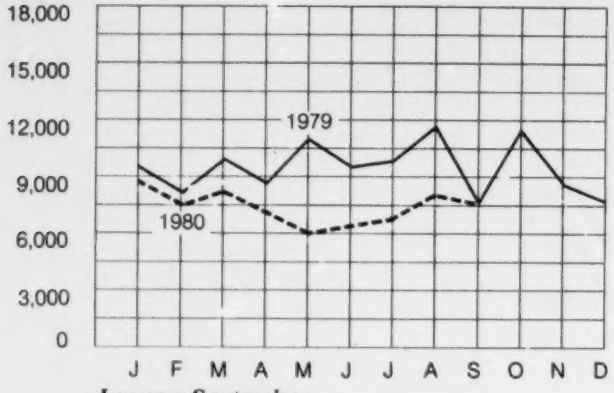
Cargo (000 lbs.)	1976	1977	1978	1979	August 1980
Mail	30,233	38,241	45,920	48,134	**3,877**
Freight	67,822	70,705	75,278	72,811	**3,976**
Total	**98,055**	**108,946**	**121,198**	**120,945**	**7,853**

Source: Associate for Airports, ARP-10, Updated Monthly, July August 1980

Monthly Management Report/November 1980

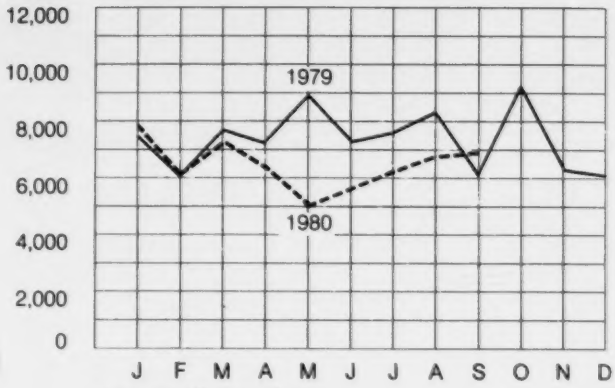
Aircraft Registration Activity

Bills of Sale



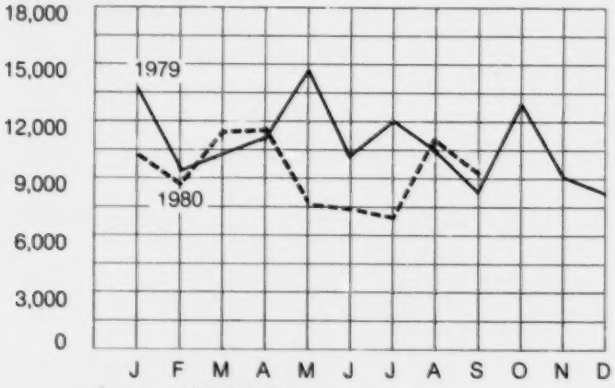
January-September
1979: 86,720 1980: 70,910 ↓18%

Applications for Registration



January-September
1979: 66,695 1980: 58,402 ↓12%

Security Conveyances



January-September
1979: 100,355 1980: 84,874 ↓15%

Source: Aeronautical Center, AAC-200, Updated Monthly, September 1980

Monthly Management Report/November 1980

Documents Received	1976	1977	1978	1979	September 1979	September 1980
Bills of Sale	110,208	115,490	125,260	115,702	**7,816**	**7,663**
Applications for Registration	87,535	89,194	97,492	91,450	**6,159**	**6,843**
Security Conveyances	115,716	125,555	140,894	130,856	**8,339**	**9,499**

Aircraft Loan Guarantee Status

Aircraft Loan Guarantee Contingent Liability Limit FY 1980 = $650 Million
Not in Existence in 1977 and 1978

Source: Aviation Policy, AVP-200, Updated Quarterly, September 1980

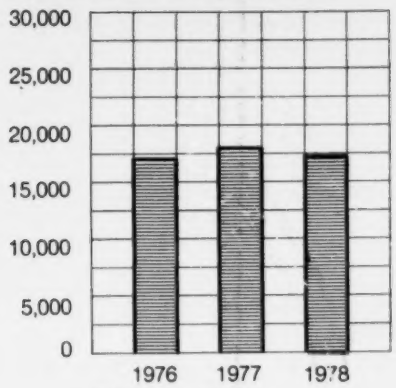
Monthly Management Report/November 1980

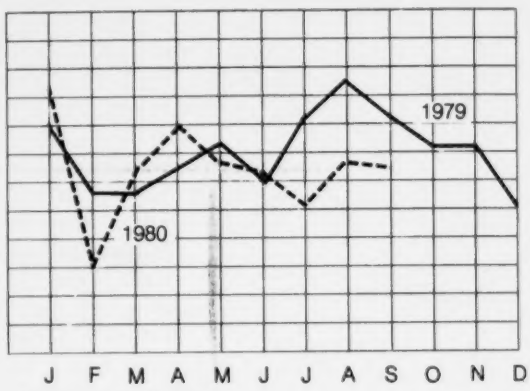
	As of 12/31/79	As of 3/31/80	As of 9/30/80
Number of Guaranteed Loans Outstanding			
Commuter Carriers	5	8	18
Other Eligible Carriers	23	25	26
Value of Guaranteed Loans Outstanding			
Commuter Carriers ($ Millions)	$ 12	$ 25	$ 42
Other Eligible Carriers ($ Millions)	$191	$189	$247
Number of Loan Guarantee Applications on Hand			
Commuter Carriers	11	12	10
Other Eligible Carriers	6	6	3
Value of Loan Guarantee Applications on Hand			
Commuter Carriers ($ Millions)	$ 29	$ 38	$ 21
Other Eligible Carriers ($ Millions)	$338	$374	$174

Airmen Certificates Issued

**Not included in total.*

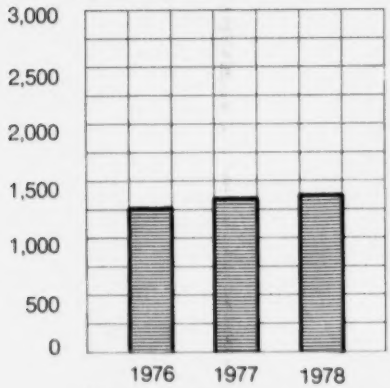
Total Certificates Issued (Pilots)

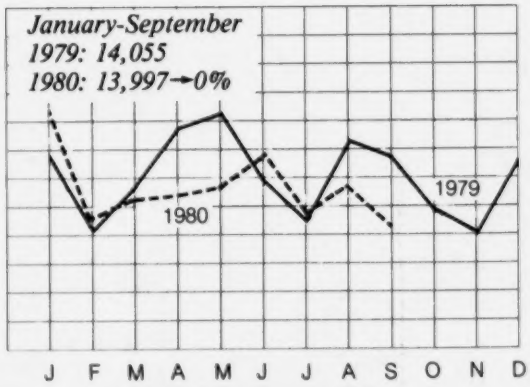




January-September
1979: 164,680
1980: 136,088 ↓17%

Total Certificates Issued (Non-Pilots)





Source: Management Systems, AMS-200, Updated Monthly, September 1980

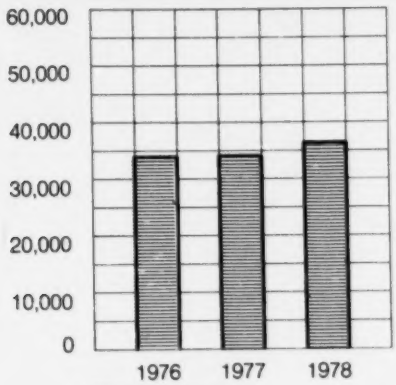
Monthly Management Report/November 1980

Pilots	1976	1977	1978	1979	September 1979	September 1980
Student	129,280	138,816	129,488	135,956	**12,051**	**9,936**
Private	55,583	54,657	58,064	54,466	**5,912**	**4,768**
Commercial	13,577	11,121	11,789	12,627	**1,380**	**898**
Airline Transport	3,869	5,697	6,912	8,981	**840**	**532**
Other Pilots	2,180	2,040	2,310	2,537	**295**	**286**
Total	**204,489**	**212,331**	**208,563**	**214,567**	**20,478**	**16,420**
Flight Instructor*	6,137	6,352	5,930	6,716	**821**	**564**
Instrument Ratings*	18,155	18,764	16,265	16,651	**1,835**	**1,278**

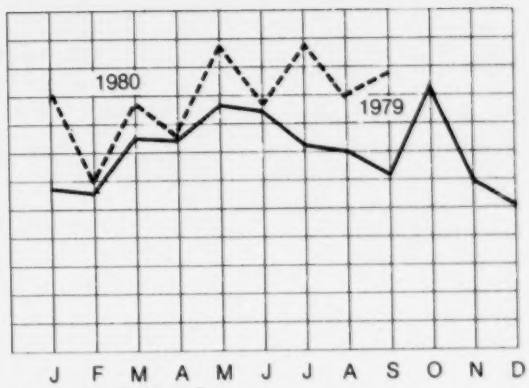
Non-Pilots	1976	1977	1978	1979	September 1979	September 1980
Mechanic	8,501	9,121	8,791	9,697	**928**	**783**
Parachute Rigger	454	304	235	201	**31**	**7**
Ground Instructor	2,390	2,404	2,193	2,081	**207**	**131**
Dispatcher	106	161	193	292	**27**	**21**
Control Tower Operator	2,382	1,645	1,391	1,109	**120**	**73**
Flight Navigator	2	16	8	2	**1**	**7**
Flight Engineer	1,234	2,415	3,607	4,513	**384**	**108**
Total	**15,069**	**16,066**	**16,418**	**17,895**	**1,698**	**1,130**

Airmen Medical Certification Activity

Airman Medical Certificate Applications

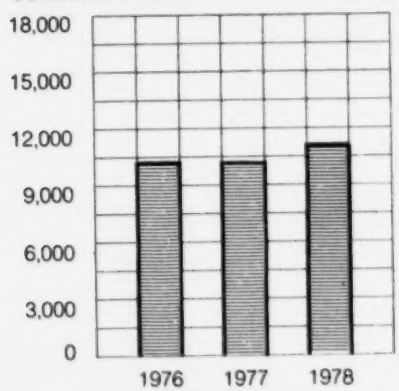


Monthly Average

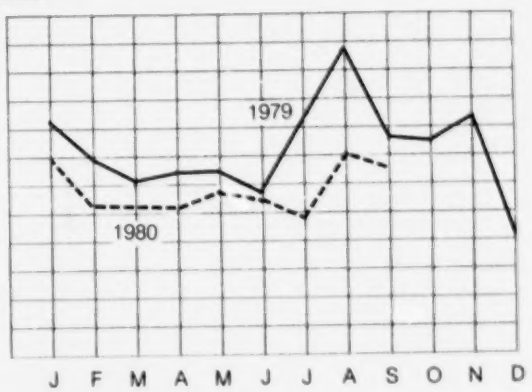


January-September
1979: 318,327
1980: 393,917 ↑24%

Combined Student Pilot Certificate Applications



Monthly Average



January-September
1979: 100,363
1980: 78,498 ↓22%

Medical Certificate Applications	1976	1977	1978	1979	September 1979	September 1980
Airman Medical Certificates Received	417,693	416,627	440,945	419,645	**31,525**	**48,961**
Combined Student Pilot Certificates Received	124,466	133,616	124,589	130,543	**11,501**	**9,936**
Total	**542,159**	**550,243**	**565,534**	**550,188**	**43,026**	**58,897**

Source: Aviation Medicine, AAM-600, Updated Monthly, September 1980

Monthly Management Report/November 1980

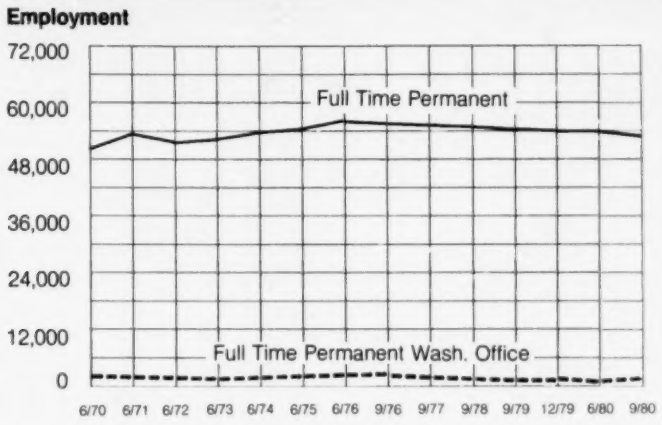
Aviation Designees

	1976	1977	1978	1979	1980 3/31/80	1980 6/30/80	1980 9/30/80	12/31/80
Designated Engineering Reps.	752	813	819	861	880	870	840	
Designated Mechanic Examiners	575	601	592	590	598	607	615	
Designated Parachute Rigger Examiners	81	86	78	77	78	78	78	
Designated Pilot Examiners	Not Avail.	Not Avail.	1,740 (EST)	1,800 (EST)	1,842	1,816	1,816	
Designated Manufacturing Insp. Reps.	570	598	630	615	624	615	727	
Designated Alteration Stations	5 (EST)	5	7	9	7	7	7	
Delegated Option Authorization	9 (EST)	9	10	8	9	9	9	
Aviation Medical Examiners	7,638	7,821	8,039	8,205	8,270	8,331	8,345	

Source: Associate for Aviation Standards, AVS-10, and Aviation Medicine, AAM-600, Updated Quarterly, September 1980

Monthly Management Report/November 1980

FAA Employment History



Source: Personnel and Training, APT-20, Updated Quarterly, September 1980

Monthly Management Report/November 1980

	6/70	6/71	6/72	6/73	6/74	6/75	6/76	9/76	9/77	9/78	9/79	12/79	3/80	6/80	9/80
FAA Total Paid	**51,438**	**54,515**	**53,295**	**53,646**	**56,386**	**57,678**	**59,064**	**58,438**	**58,081**	**57,494**	**56,435**	**56,394**	**56,195**	**56,882**	**55,361**
Full Time Permanent	50,392	53,573	52,272	52,627	53,961	54,905	56,122	55,991	55,760	55,227	54,444	54,564	54,388	54,066	53,538
Wash. Office—Full Time Permanent	2,743	2,752	2,634	2,585	2,739	2,819	2,910	2,880	2,683	2,303	2,124	2,144	2,104	2,082	2,060
Wash. Field—Full Time Permanent	946	911	871	852	1,010	960	948	944	940	909	888	922	925	934	918

FAA total paid includes all FAA employees in a paid status (all work tours, all programs, all appropriations).
Full time includes paid employees whose work tour is full time (40 hour work week).
Full time permanent includes paid full time employees who occupy permanent positions.
Washington Headquarters includes all employees paid and serviced by Washington Headquarters, both those stationed inside and outside Washington, D.C.
Washington Office includes all paid Washington Headquarters employees whose duty station is Washington, D.C. (i.e., FOB 10A, and NASSIF).
Washington Field includes all paid Washington Headquarters employees whose duty station is outside Washington, D.C.; for example, National and Dulles Airports, in other states, or foreign countries.

FAA Employment by Region

Region/Center, Headquarters	12/31/76 FTP Employment	12/31/77 FTP Employment	12/31/78 FTP Employment	12/31/79 FTP Employment	9/30/80 FTP Employment
Aeronautical Center	3,731	3,634	3,654	3,402	**3,502**
Alaska	1,650	1,662	1,562	1,565	**1,522**
Central	2,801	2,858	2,904	2,877	**2,805**
Eastern	6,205	6,358	6,341	6,366	**6,202**
European	134	82	79	8	**—**
Great Lakes	7,433	7,491	7,451	7,679	**7,544**
New England	1,953	1,948	1,938	1,940	**1,924**
Northwest	1,836	1,865	1,921	1,944	**1,891**
Pacific	997	992	990	957	**918**
Rocky Mountain	2,867	2,899	2,937	2,905	**2,817**
Southern	8,717	8,882	8,849	8,726	**8,506**
Southwest	6,224	6,129	6,103	6,127	**6,005**
Technical Center	1,614	1,594	1,509	1,446	**1,447**
Western	5,566	5,497	5,509	5,556	**5,477**
Washington Office	2,842	2,612	2,272	2,144	**2,060**
Washington Field	953	926	921	922	**918**
Total	**55,523**	**55,429**	**54,940**	**54,564**	**53,538**

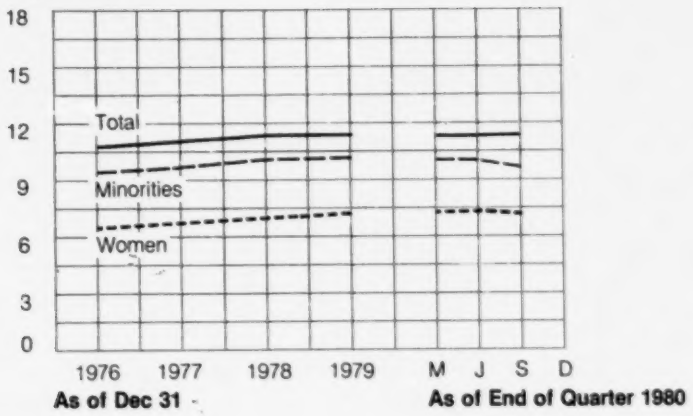
Source: Personnel and Training, APT-230, Updated Monthly, September 1980

Monthly Management Report/November 1980

Grade Distribution of Minorities and Women

**Computations exclude all employees in Hawaii, Guam, Puerto Rico and foreign nationals overseas*

Average Grade



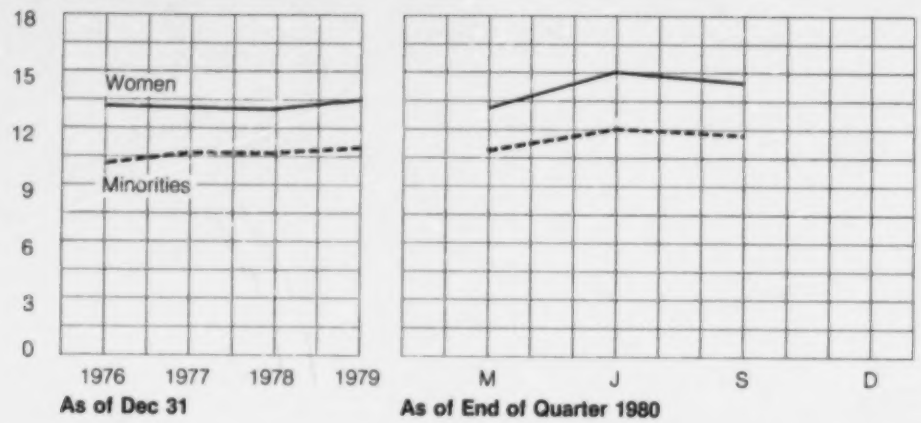
Grade Distribution	Percent		
	Total	Minority*	Women
Senior Executive Service	110	7.2	0.0
GS 16-18	0	0.0	0.0
GS 14-15	11,569	6.1	1.2
GS 12-13	18,813	8.7	3.5
GS 10-11	10,570	11.7	9.1
GS 8-9	3,581	15.0	26.0
GS 6-7	3,437	19.5	56.4
GS 4-5	3,337	23.7	78.9
GS 1-3	354	38.4	74.8

Source: Civil Rights, ACR-3, Updated Quarterly, September 1980

Monthly Management Report/November 1980

FAA Employment of Minorities and Women

**Computations exclude all employees in Hawaii, Guam, Puerto Rico, and foreign nationals over seas.*



Regions	Percent	
	Minority*	Women
Aeronautical Center	16.5	25.6
Alaskan	11.9	18.9
Central	8.8	15.1
Eastern	14.4	10.5
Great Lakes	7.9	10.6
Technical Center	13.6	22.2
New England	8.5	11.7
Northwest	7.4	12.2
Pacific/Asia	28.5	13.7
Rocky Mountain	7.7	12.5
Southern	8.0	11.3
Southwest	12.1	12.4
Washington Headquarters	20.4	29.3
Western	16.0	13.9

Major Occupations	Percent	
	Minority*	Women
Air Traffic Controllers	8.1	6.2
Electronic Technicians	13.1	2.0
Engineering	10.4	1.8
Flight Standards Safety Inspectors	5.3	1.9
Clerks, Secretaries, Stenos	21.0	92.9
Other	18.3	37.2
Wage Board	19.9	3.1

Source: Civil Rights, ACR-3, Updated Quarterly, September 1980

Monthly Management Report/November 1980

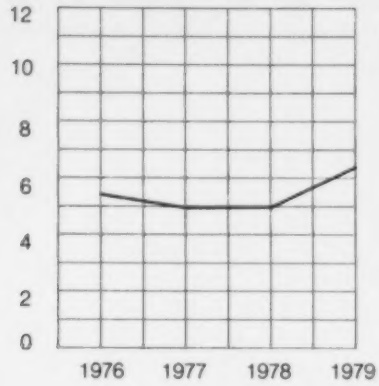
FAA Employee Turnover

**Turnover is the percentage of hires and separations of the average employment for the period*

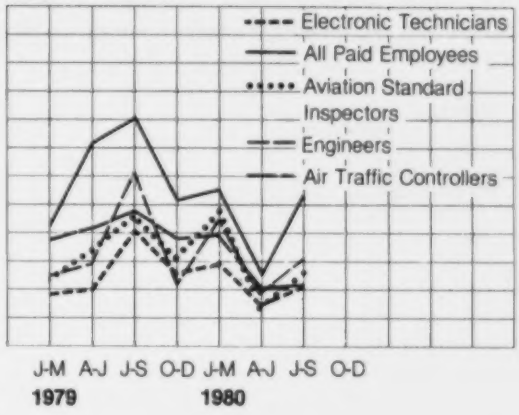
Source: Personnel & Training, APT-20, Updated Quarterly, September 1980

Monthly Management Report/November 1980

Average Quarterly Turnover



Quarterly Turnover



	Calendar Year				Quarter Ending					
	1976	1977	1978	1979	6/30/79	9/30/79	12/31/79	3/31/80	6/30/80	9/30/80
Total Paid Employees	57,790	57,631	57,005	56,394	57,278	56,435	56,394	56,195	56,882	55,361
Hires	6,825	5,494	5,879	6,674	2,381	1,900	1,482	1,359	1,924	1,058
Separations	5,458	5,882	5,672	7,639	1,687	2,922	1,546	1,714	1,473	2,947

Average Overtime Hours

	Regional/Center Headquarters														
	AC	AL	CE	EA	GL	NE	NW	PC	RM	SO	SW	TC	WE	WASH	MWA
Supervisors															
Headquarters	.5	1.1	.7	1.8	.5	.7	.3	.8	.1	.3	.4	.8	.9	.3	5.4
Field Facilities															
Air Traffic Controllers/ Specialists	—	.8	.6	.4	.4	.2	.4	1.5	.5	.3	.4	—	.6	—	—
Airway Facilities Engineers/ Technicians	—	1.3	.2	.4	.4	.1	1.1	2.7	.2	.2	.2	—	.2	—	—
Pilots, Engineers, Inspectors in Flight Standards Facilities	—	.9	.2	.7	.3	.3	.6	.2	.2	.0	.2	—	.4	—	—
All Other Field Facility Supervisors	—	1.4	1.1	.2	.4	.0	.5	2.6	1.1	.9	.1	—	.6	—	—
All Supervisors	**.5**	**1.1**	**.5**	**.6**	**.4**	**.3**	**.6**	**1.6**	**.4**	**.3**	**.3**	**.8**	**.5**	**.3**	**5.4**
Non-Supervisors															
Headquarters	1.1	1.4	.8	1.1	.7	.8	.9	.7	.2	.8	.7	2.0	.9	.7	6.6
Field Facilities															
Air Traffic Controllers/ Specialists	—	1.7	1.0	1.0	1.1	.7	.7	2.0	.9	.8	.7	—	1.2	—	—
Airway Facilities Engineers/ Technicians	—	2.5	.7	.7	.8	.8	1.1	3.9	.8	.6	.8	—	1.1	—	—
Pilots, Engineers, Inspectors in Flight Standards Facilities	—	1.8	.5	.6	.8	.5	1.7	.8	1.2	.2	.6	—	.3	—	—
All Other Field Facility Non-Supervisors	—	1.7	.5	.4	.4	.6	.7	1.8	.4	.5	.3	—	.4	—	—
All Non-Supervisors	**1.1**	**1.8**	**.8**	**.9**	**.9**	**.7**	**.8**	**2.1**	**.8**	**.7**	**.7**	**2.0**	**1.0**	**.7**	**6.6**
Total FAA Paid Employees	**1.0**	**1.7**	**.8**	**.9**	**.8**	**.6**	**.8**	**2.0**	**.7**	**.6**	**.6**	**1.9**	**.9**	**.7**	**6.4**

Overtime includes all classes of overtime and compensatory time actually paid in the period.

Average Overtime Hours are average hours per employee per pay period, year to date.

Flight Standards Field Offices include General Aviation District Offices, Air Carrier District Offices, Flight Standards Distric Offices, Engineering and Manufacturing District Offices, Aircraft Engineering District Offices, and International Field Offices

All data is based on Total FAA Paid Employees for each pay period. Total paid includes all FAA employees in a paid status (all work tours, all programs, all appropriations).

Washington includes Washington Office and Field employees except Washington Metropolitan Airport employees.

Source: Management Systems, AMS-220, Updated Monthly, Through Pay Period 20, (ending September 20, 1980)

Monthly Management Report/November 1980

Total Overtime Hours

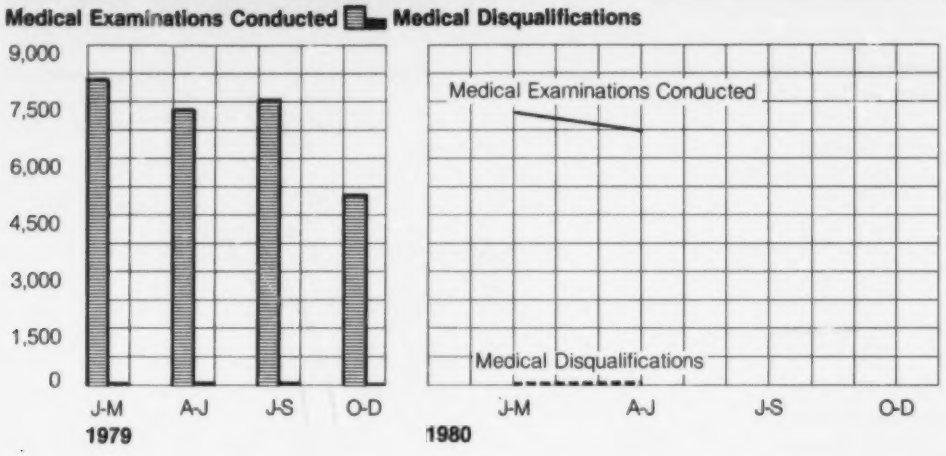
	Regional/Center Headquarters														
	AC	AL	CE	EA	GL	NE	NW	PC	RM	SO	SW	TC	WE	WASH	MWA
Supervisors															
Headquarters	4.1	1.6	1.3	4.8	1.1	0.9	0.3	0.6	0.1	0.8	0.9	1.2	2.4	2.4	10.2
Field Facilities															
Air Traffic Controllers/ Specialists	—	1.5	2.6	4.8	5.8	0.8	1.1	2.1	2.1	4.2	4.2	—	5.7	—	—
Airway Facilities Engineers/Technicians	—	1.8	0.3	1.8	2.1	0.2	1.8	1.8	0.6	1.2	0.6	—	0.7	—	—
Pilots, Engineers, Inspectors in Flight Standards Facilities	—	0.2	0.1	0.5	0.2	0.1	0.2	0.0	0.1	0.0	0.1	—	0.4	—	—
All Other Field Facility Supervisors	—	0.9	0.4	0.1	0.1	0.0	0.0	0.8	0.3	0.6	0.1	—	0.3	—	—
All Supervisors	**4.1**	**6.0**	**4.7**	**12.0**	**9.3**	**2.0**	**3.4**	**5.3**	**3.3**	**6.8**	**5.9**	**1.2**	**9.5**	**2.4**	**10.2**
Non-Supervisors															
Headquarters	68.9	9.8	6.1	13.3	7.3	3.9	4.9	2.0	1.3	11.3	8.2	64.2	10.7	31.8	85.6
Field Facilities															
Air Traffic Controllers/ Specialists	—	15.7	24.8	67.1	90.7	12.4	11.7	11.0	22.6	70.4	43.6	—	62.6	—	—
Airway Facilities Engineers/ Technicians	—	11.9	6.2	13.2	16.2	4.6	7.5	14.1	9.4	15.3	15.8	—	17.9	—	—
Pilots, Engineers, Inspectors in Flight Standards Facilities	—	2.2	1.1	2.7	3.3	0.5	2.0	0.7	1.9	0.9	2.6	—	1.2	—	—
All Other Field Facility Non-Supervisors	—	9.4	3.3	4.1	5.3	1.6	2.2	5.4	2.6	9.1	3.5	—	4.6	—	—
All Non-Supervisors	**68.9**	**49.0**	**41.4**	**100.4**	**122.8**	**23.1**	**28.2**	**33.1**	**37.8**	**105.9**	**73.6**	**64.2**	**97.0**	**31.8**	**85.6**
Total FAA Paid Employees	**73.0**	**55.9**	**46.2**	**112.4**	**132.2**	**23.1**	**31.6**	**38.4**	**41.1**	**112.8**	**79.5**	**65.4**	**97.0**	**31.8**	**95.7**

Overtime includes all classes of overtime and compensatory time actually paid in the period.
Hours are expressed in thousands, year to date.
Flight Standards Field Offices include General Aviation District Offices, Air Carrier District Offices, Flight Standards District Offices, Engineering and Manufacturing District Offices, Aircraft Engineering District Offices, and International Field Offices
All data is based on Total FAA Paid Employees for each pay period. Total paid includes all FAA employees in a paid status (all work tours, all programs, all appropriations).
Washington includes Washington Office and Field employees except Washington Metropolitan Airport employees.

Source: Management Systems, AMS-220, Updated Monthly, Through Pay Period 20, (ending September 20, 1980)

Monthly Management Report/ November 1980

Air Traffic Control Specialist Health Program



Source: Aviation Medicine, AAM-600, Updated Quarterly, June 1980

Monthly Management Report/ November 1980

	1977	1978	1979	Apr-Jun 1979	Apr-Jun 1980
Medical Examination Conducted	25,976	26,176	28	7,296	6,814
Medical Qualifications	24,076	25,342	26,394	6,862	6,172
Medical Disqualifications	422	304	150	44	22
Special Considerations	1,141	1,240	1,432	344	452

Students in FAA Training

	Fiscal Year															
	1976		1977		1978		1979		O-D		J-M		A-J		1980 J-S	
	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks
FAA Academy Total	15,272	73,512	16,593	87,926	16,529	82,676	16,697	86,424	2,924	15,826	3,545	19,351	2,721	14,145	2,573	13,471
Air Traffic	2,617	27,655	3,870	41,526	3,275	34,309	3,403	38,908	722	6,993	738	8,420	540	5,787	551	5,387
Airway Facilities	7,979	32,210	7,603	31,887	7,678	32,677	7,878	32,553	1,226	5,733	1,547	7,296	2,205	5,138	1,056	4,346
Flight Standards	2,810	6,090	2,659	5,707	2,921	6,093	2,921	6,473	503	1,126	754	1,644	641	1,528	534	1,435
Airports	331	530	641	833	487	623	386	489	63	82	82	107	24	36	40	52
Logistics	271	434	523	680	516	661	531	702	95	124	68	57	32	49	15	20
Instructor Training	1,012	1,805	1,012	1,878	1,035	2,200	1,002	2,298	183	396	213	497	190	373	236	476
General Training	0	0	0	0	330	660	360	798	71	171	86	190	30	60	54	114
Predevelopmental[a]	252	4,788	285	5,415	287	5,453	216	4,203	61	1,199	57	1,140	59	1,174	87	1,641
Management Training School[b]	3,471	5,414	3,598	5,243	3,974	5,873	3,592	5,635	536	895	204	696	171	569	263	750
Transportation Safety Institute	655	1,151	712	1,358	740	1,316	623	1,130	198	335	196	323	82	164	108	164
Other Management and General Training	1,788	2,493	1,833	2,355	996	1,049	827	983	114	135	79	99	29	32	83	94
Total Centralized Training	**21,186**	**82,570**	**22,736**	**96,882**	**22,241**	**90,914**	**21,739**	**94,172**	**3,771**	**17,191**	**4,024**	**20,489**	**3003**	**14,810**	**3,027**	**14,479**

[a]Programs designed to increase minority and female employment in Air Traffic and Airway Facilities by recruiting below the normal entry level. Training programs prepare students for entry into standard intake courses.

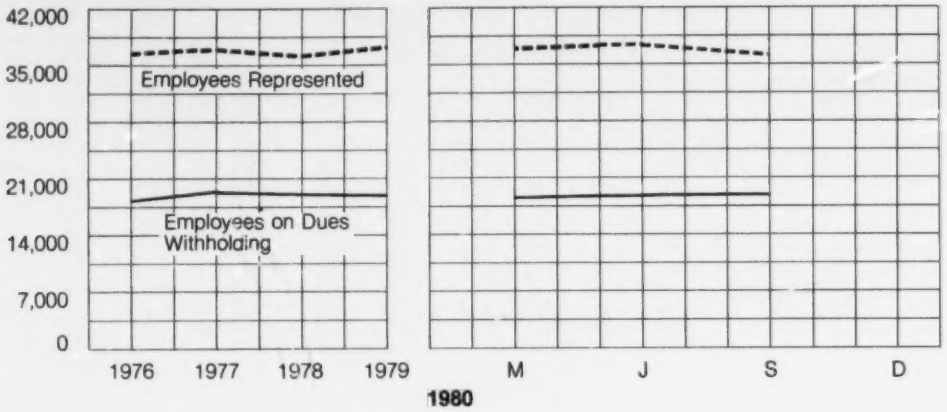
[b]Initial and recurrent courses for FAA supervisors and managers.

Note: Does not include Regionally arranged and conducted training. Includes all students, not just these employed by FAA.

Source: Office of Personnel and Training, APT-330, Updated Quarterly, September 1980

Monthly Management Report/November 1980

Union Activity in FAA

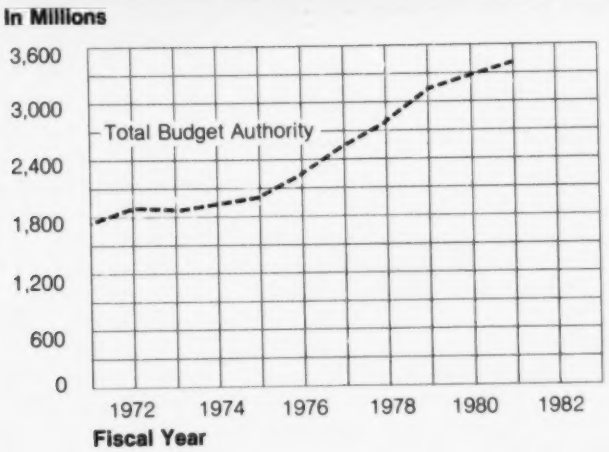


					1980			
	1976	1977	1978	1979	Mar	Jun	Sep	Dec
Employees Represented	36,515	37,105	36,470	37,563	37,315	37,318	36,219	
Employees on Dues Withholding	18,148	19,927	19,020	19,148	18,989	18,994	19,003	
Number of Different Unions	9	10	10	9	9	9	9	
Number of Labor Agreements	43	45	43	26	26	24	23	
Number of Bargaining Units	82	77	71	61	62	62	57	

Source: Labor Relations, ALR-200, Updated Quarterly, September 1980

Monthly Management Report/November 1980

Appropriations History
Budget Authority



Appropriation	Fiscal Year										
	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981
Grants in Aid for Airports (AA Trust)	180.0	295.0	295.0	300.0	340.0	352.8	510.0	555.0	644.1	677.0	700.0
Facilities and Equipment (AA Trust)	238.0	301.8	302.7	250.0	227.3	245.5	200.0	209.0	345.4	293.0	350.0
Research, Engineering and Development (AA Trust)	69.0	78.4	66.0	62.1	57.9	67.5	74.4	80.8	75.1	75.0	85.0
Operations	992.1	—	1,188.3	1,293.5	1,419.5	1,573.3	1,487.8	1,628.3	1,737.7	1,849.5	1,708.5
Operations (AA Trust)	34.0	998.1	—	—	—	—	250.0	275.0	300.0	325.0	525.0
Safety Regulation	1.0	151.0	—	—	—	—	—	—	—	—	—
Supersonic Aircraft	254.8	58.5	—	—	—	—	—	—	—	—	—
Metropolitan Washington Airports	15.1	16.4	10.9	17.7	22.7	30.2	26.5	27.8	29.5	34.1	44.8
Facilities, Engineering and Development	—	—	—	11.5	11.8	14.8	17.4	16.6	18.5	20.5	21.2
Total	**1,784.0**	**1,899.2**	**1,862.9**	**1,934.8**	**2,079.2**	**2,284.1**	**2,586.1**	**2,792.5**	**3,150.3**	**3,274.1**	**3,434.5**

In millions

AA Trust: Airport and Airway Trust Fund
Note: Budget Authority reflects amounts appropriated, reappropriated, and transferred according to legislation.

Source: Budget, ABU-20, Updated Annually, October 1980

Monthly Management Report/November 1980

Status of Funds by Appropriation

Note: Program Authority includes current year appropriated funds, unobligated balances brought forward from previous year, reimbursements, less statutory restrictions and administrative deferrals.

Source: Accounting, AAA-440, Updated Quarterly, September 1980

Monthly Management Report/November 1980

Period Ending: September 30, 1980 (In Thousands)

Appropriations	Program Authority Available This Year	Apportioned thru Current Quarter	Obligations Cumulative FY to Date	Outlays Cumulative FY to Date
Operations	$2,202,483	$2,202,483	$2,197,228	$2,197,232
Facilities, Engineering and Development	24,166	24,166	20,375	20,733
Operations and Maintenance, Metropolitan Washington Airports	28,118	28,118	28,107	26,334
Construction, Washington Metropolitan Airports	10,699	10,699	5,571	6,214
Safety Regulation	6	6	6	29
Grants-in-Aid for Airports	650,774	650,774	648,976	590,966
Facilities and Equipment	297,615	297,615	233,362	230,566
Research, Engineering and Development	75,102	75,102	73,439	77,824
Total Funds	**$3,288,963**	**$3,288,963**	**$3,207,064**	**$3,149,898**

Status of Airport and Airway Trust Fund

In Millions

	Fiscal Year				
	1976 Transition Quarter	1977	1978	1979	1980 As of 7/31/80
Balance Beginning of Period	**$2,550.2**	**2,736.0**	**$3,267.8**	**$3,697.7**	**$4,392.1**
Receipts—Total	277.5	1,193.0	1,328.1	1,528.1	**1,560.3**
Excise Taxes (Transferred from General Fund):					
Any Liquid Fuel Other Than Gasoline	6.9	31.1	27.4	35.8	**34.0**
Tires Used on Aircraft	.2	1.0	1.0	1.1	**.8**
Gasoline:					
Commercial 4 cents tax	.3	1.2	1.2	1.2	**1.0**
Noncommercial 3 and 4 cents tax	7.1	23.5	21.3	27.1	**22.3**
Transportation by Air, Seats, Berths, etc.	225.1	1,007.0	1,109.3	1,284.2	**1,332.5**
Use of International Facilities	15.7	57.0	76.5	71.7	**76.4**
Transportation of Property, Cargo	14.4	50.7	64.9	81.3	**74.3**
Use of Civil Aircraft	7.7	21.6	26.4	25.7	**19.0**
Less Reminbursements to General Fund-Refund of Taxes and Estimated Tax Credits:	.6	2.1	2.0	1.9	**2.2**
Interest on Investments	.9	193.5	219.2	282.3	**396.1**
Net Receipts	277.8	1,384.5	1,545.3	1,808.5	**1,954.2**
Expenditures (Federal Aviation Administration)—Total	92.0	852.7	1,115.4	1,114.1	**725.8**
Operations		250.2	275.0	300.0	**—**
Grants-in-Aid for Airports	25.5	334.8	562.2	556.5	**467.2**
Facilities and Equipment	48.4	197.1	211.0	187.9	**194.2**
Research and Development	18.1	70.5	67.1	69.7	**64.4**
Interest on Refund of Taxes	—	—	—	—	**—**
Net Total	185.8	531.8	429.9	694.4	**1,228.4**
Balance End of Period	**2,736.0**	**3,267.8**	**3,697.7**	**4,392.1**	**5,620.5**

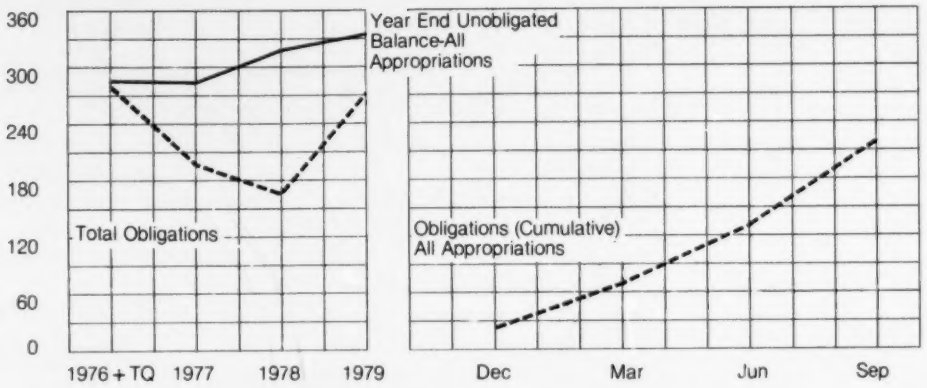
Source: Accounting, AAA-440, Updated Monthly, September 1980

Monthly Management Report/November 1980

Status of Facilities and Equipment Appropriations

Source: Accounting, AAA-440, and Office of Budget, ABU-20, Updated Quarterly, September 1980

Monthly Management Report/November 1980



Facility and Equipment Appropriations	Appropriation Total	FY 1977/TQ July 1 Unobligated Balance	FY 1977/TQ Year End Obligations	Fiscal Year 1977 October1 Unobligated Balance	Fiscal Year 1977 Year End Obligations	Fiscal Year 1978 October 1 Unobligated Balance	Fiscal Year 1978 Year End Obligations	Fiscal Year 1979 October 1 Unobligated Balance	Fiscal Year 1979 Year End Obligations	Fiscal Year 1980 October Unobligated Balance	Fiscal Year 1980 Planned Obligations	Current Status Planned Obligations	Current Status Cumulative Obligations*
No Year	89.7[a]	89.7	55.7	33.9	13.4	20.5	6.2	14.3	3.9	10.3	3.5	1.2	0.5
1974-1976	250.0	72.2	71.8	(0.4)	—	—	—	—	—	—	—	—	—
1975-1977	227.3	164.2	114.0	50.2	40.5	(9.7)[b]	—	—	—	—	—	—	—
1976-1978	245.4	245.4	42.6	202.9	84.9	118.0	62.7	(55.3)[c]	—	—	—	—	—
1977-1979	200.0	—	—	200.0	62.3	137.0	42.1	94.9	51.4	(43.3)[d]	—	—	—
1978-1982	209.0[b]	—	—	—	—	209.0	56.8	152.2	83.3	68.9	29.3	34.2	31.3
1979-1983	345.4[c]	—	—	—	—	—	—	345.4	132.3	213.0	105.2	93.7	74.4
1980-1984	293.0[d]	—	—	—	—	—	—	—	—	293.0	120.1	162.5	114.8
Total	**1,858.8**	**571.5**	**284.1**	**487.0**	**201.8**	**484.5**	**167.8**	**606.8**	**271.0**	**585.3**	**258.1**	**291.6**	**221.0**

[a]Unobligated balance brought forward from previous No Year appropriations as of July 1, 1975.

[b]Unobligated balance at end of FY 1977 was $9.7 of which $9.0 was reappropriated in FY 1978 and $0.7 lapsed.

[c]Unobligated balance at end of FY 1978 was $55.3 of which $54.4 was reappropriated in FY 1979 and $1.0 lapsed.

[d]Unobligated balance at end of FY 1979 was $43.5 of which $43.0 was reappropriated in FY 1980 and $0.5 lapsed.

Detail may not add due to rounding.

In millions

**Preliminary figures*

Major Headquarters Contract Awards

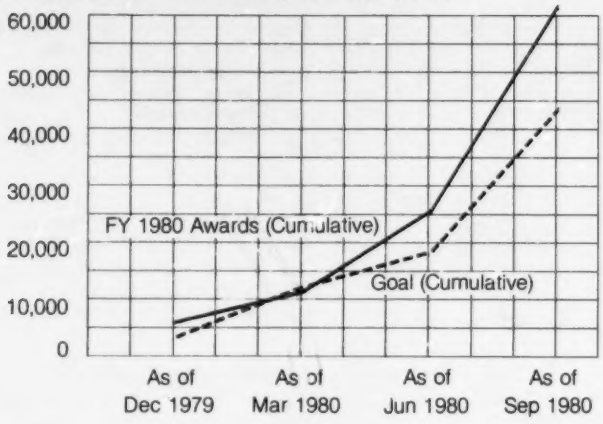
Contractor	Award Date	Amount	Description	Estimated Completion Date
Wilson-Hill Associates, Inc.	10-18-79	$ 780,000	ADP Technical Support Services	9-30-80
The MITRE Corp.	10-16-79	12,045,700	Engineering Support Services	10-14-80
ITT Aerospace/Optical	11-5-79	956,025	Bright Radar Indicator Tower Equipment (BRITE-4)	10-31-80
Sperry UNIVAC Defense Systems	12-19-79	994,000	ARTS III Enhancement	4-30-80
E. Systems	1-17-80	3,742,662	Flight Service Automation System Design and Verification	1-30-81
Ford Aerospace and Communication Corporation	1-17-80	5,588,622	Same as Above	1-30-81
Logicon, Inc.	1-17-80	3,556,593	Same as Above	1-30-81
Sperry UNIVAC Defense Systems	1-11-80	4,985,121	ARTS III System Enhancement Phase II	6-30-81
Aeronautical Radio, Inc.	1-4-80	2,624,140	Aeronautical Mobile Service Communications	9-30-80
Beech Aircraft	1-2-80	1,605,439	(2) Light Twin Turboprop Aircraft	5-1-80
Burroughs Corp.	1-4-80	1,014,177	ARTS-II Tracon Equipment	2-2-81
ARINC Research Corp.	3-3-80	541,600	Evaluation of Various Combinations of Navigational Systems	3-3-82
Bell Aerospace Textron/ Dalmo Victor Operation	3-7-80	750,000	Active BCAS Prototype Models	1-22-82
Servo Corp. of America	3-21-80	1,243,978	VHF/OF Simulator Testers	4-1-81
Cutler-Hammer	3-3-80	985,758	Common Digitizer-2 Equipment (CD-2)	8-31-31
Sperry UNIVAC Defense Systems	3-28-80	570,733	ARTS-IIIA Space Parts	3-28-81
Howard, Needles, Tammen and Bergendoff	4-23-80	668,207	Preparation of Master Plan for Barajas Airport, Madrid, Spain	4-23-81
Bendix Corp.	5-15-80	837,000	Beacon Interrogator Systems	11-30-81
Heliflight System	5-21-80	657,869	Lease Sikorsky, Helicopter, Model 76	2-28-86
Leo A. Daly	5-27-80	656,000	A-E Design of Airport Control Towers	5-30-81
Sterling Systems, Inc.	5-27-80	675,247	Verification and Validation Support—Flight Services Automation System	12-30-83
Data Test Corp.	5-29-80	3,196,107	Test Circuit Boards	12-30-80
Texas Instruments, Inc.	6-5-80	11,354,860	ARTS IIIA Display Equipment	3-31-83
ADB/ALNACO	6-5-80	3,498,510	Sequenced Flashing Lights Equipment	12-31-82
Sperry Univac Defense	7-1-80	566,663	Metering and Spacing Field Site Data Collection	4-3-82
Computer Sciences Corp.	7-3-80	750,000	En Route Metering	8-31-80
Bendix Corporation	7-18-80	1,351,124	MLS Airborne Receiver	1-31-84
Collins Radio	7-30-80	2,465,000	Radio Microwave Link System	5-31-81
Multi Electric Corp.	8/7/80	532,606	Medium Intensity Approach Lighting Systems	8/31/81
The Bendix Corp.	9/30/80	500,000	Development—MLS Airborne Receiver—(Chip)	5/30/83
Ft. Myer Construction	9/29/80	1,103,392	Rehabilitation of Airfield Pavements at Dulles Airport	6/30/81
Ft. Myer Construction	9/30/80	1,067,283	Paving and Storm Drainage Improvements at WNA	7/31/81
C.H. Buckley	9/25/80	997,700	Hanger Roof Renovations at Washington National Airport	8/31/81
Input-Output Computer Services	9/26/80	9,650,000	Remote Maintenance Monitor Maintenance Processing Subsystems	3/31/84
Godfrey Engineering	9/30/80	3,628,015	High Intensity Approach Lighting Systems (ALSF-2)	12/31/82
Texas Instruments	9/30/80	3,220,398	Five Foot Open Array Antennas	3/31/82
Bendix Corporation	9/30/80	3,092,500	Air Traffic Control Beacon Interrogator-5 Equipment (ATCBI-5)	11/30/81
C & D Batteries	9/30/80	2,343,555	VORTAC Batteries	2/28/82
Electrodynamics	9/25/80	2,046,000	Remote Weather Displays Systems and Ancillary Items	5/31/82
Electrodynamics	9/30/80	1,705,587	Consolidated Cab Display Systems	5/31/82
Data Products, New England	9/30/80	1,600,000	Modulator Demodulator Equipment (MODEMS)	6/30/81
IBM	9/30/80	2,505,113	9020 Computer Subassemblies	10/31/81
Ansul Company	9/9/80	1,503,001	Halon Fire Protection Systems	2/15/82
Texas Instruments	9/30/80	918,500	Airport Surveillance Radar System Ancillary Support Items	1/30/82

Source: Logistics Service, ALG-100, Updated Monthly, September 1980

Monthly Management Report/November 1980

Minority Contracting Status

Contract Awards to Minority Business ($000)



Source: Logistics Service, ALG-100, Updated Quarterly, September 1980

Monthly Management Report/November 1980

Contract Awards to Minority Business	1976	1977	1978	1979	As of Sept. 1980
Goal ($000)	14,088	16,851	20,825	34,168	**43,049**
Total Awards ($000)	**15,464**	**26,337**	**30,198**	**40,220**	**61,149**

Summary Regulatory Agenda

Title	Subject	Issuance Date Original	Revised
Flammability Standard for Crewmember Uniforms (Docket No. 14451)	Proposed revision to establish flammability specifications for crewmember uniforms that will provide protection against heat and flame. Notices of public hearings and reopening of comment period until 6/16/80 were issued 4/18/80. Notice reopening comment period until 12/16/80 issued 8/15/80.	NPRM July 1980	NPRM March 1981
Parts Manufacturer Approvals (PMA) (Docket No. 17147)	Proposed revision to the PMA application and reporting requirements and provisions related to showing identicalness of parts. The NPRM was published (42 FR 43985). The comment period was reopened until May 15, 1978 (43 FR 15432).	FA May 1980	SNPRM October 1980
Review: Operations Review Notice No. 7 (Docket No. 17669)	Proposed revision to the flight and duty time limitations and rest requirements for flight crewmembers used by domestic, flag, and supplemental air carriers, commercial operators of large aircraft, and air travel clubs. The NPRM was published 2/27/78 (43 FR 8070). The supplemental NPRM was published 8/11/80 (45 FR 53315). The comment period closes 12/10/80.	FA October 1981	

Key

NPRM—Notice of Proposed Rule Making
FA—Final Action
ANPRM—Advanced Notice of Proposed Rule Making
SNPRM—Supplemental Notice of Proposed Rule Making
FR—Federal Register
FAR—Federal Air Regulations
CFR—Code of Federal Regulations
*Revised date

Title	Subject	Issuance Date Original	Revised
Review: Operations Review Notice No. 14	Proposes to establish regulations for flight and duty time limitations and rest requirements for flight attendants used by domestic, flag, and supplemental air carriers, commercial operators of large aircraft and air travel clubs.	NPRM August 1980	NPRM August 1981
Administrative User Charges (Docket No. 19110)	Proposed tc revise existing FAA fees for aircraft registration and for recording conveyances affecting title to, or any interest in, aircraft. In addition, it proposes to establish fees for FAA certification of pilots, instructors, and other airmen, including medical certification. The NPRM was published 4/20/78 (43 FR 16924).	FA June 1980	FA October 1980
Wind Shear (Docket No. 19110)	Proposed revision to require all large passenger-carrying aircraft be equipped with a device that will display wind shear information to the pilots. The ANPRM was published 5/3/79 (44 FR 25807).	NPRM March 1980	NPRM October 1980
Additional Equipment Requirements for Multiengine Turbojet Airplanes	Proposed amendment to require a (1) third gyroscopic attitude instrument, independently powered, on all multi-engine turbojet powered airplanes not already required to have a third gyroscopic attitude instrument and (2) ground proximity warning system and a cockpit voice recorder on all turbojet powered airplanes configured with 6 or more passenger seats.	NPRM February 1980	NPRM December 1980
Review: Aircraft Engine Regulatory Notice (Docket No. 16919)	Proposed amendment to resolve number of regulatory issues raised by engine manufacturers and to update those standards.	NPRM May 1980	NPRM October 1980
Takeoff and Landing Minimums	Proposed rule to clarify prescribed conditions for approach and landing under specified weather conditions. The NPRM was published 3/6/80 (45 FR 14801). The comment period closed 5/6/80.	FA January 1981	FA October 1981
Airport Noise Regulations (Docket No. 16279)	Environmental Protection Agency's proposed revision to require airport noise certification as a condition for Airport and Airway Development Act funding. The NPRM was published on 11/22/76 (41 FR 51522).	FA July 1980	FA January* 1981
Review: Operations Notice No. 11	Proposed revision to update and improve the rules applicable to mechanic certification, repair stations and aircraft equipment.	NPRM February 1980	NPRM October 1980
Review: Operations Review Notice No. 12	Proposed revisions to update and improve regulations applicable to aircraft maintenance, preventive maintenance, rebuilding and alteration of aircraft.	NPRM February 1980	NPRM October 1980

Title	Subject	Issuance Date Original	Revised
Review: Part 91 Notice (Docket No. 16431)	The agency conducted a Regulatory Review Conference on 14 CFR Part 91, Subpart B, in September 1977, in order to update that part. This action will cover all proposals covered by the review.	NPRM May 1980	NPRM November 1980
Pearson Airpark . . . (Docket No. 18311)	Proposals to exclude persons from the requirements of communicating with Portland Tower while operating in the Pearson Airpark Traffic Pattern. The NPRM was published on Sept. 28, 1978 (43 FR 44549).	FA February 1980	FA October 1980
Review: Objects Affecting Navigable Airspace (Docket No. 16920)	Proposal to amend notice requirements, obstruction standards, aeronautical studies, determinations, antenna farm areas and discretionary review/petition procedures.	NPRM March 1980	NPRM October 1980
Civil Helicopter Noise Certification (Docket No. 13410)	Proposal to establish noise certification levels and procedures for civil helicopters. An ANPRM was published 12/28/73 (38 FR 35487). The NPRM was published 7/19/79 (44 FR 42410). The comment period closed 11/19/79.	FA May 1980	FA March* 1981
Implementation of OMB Circular A-95 (Docket No. 17337)	Final procedures and regulations implementing OMB Circular A-95 (coordination of Federal assistance programs with State, areawide, and local planning agencies), based on public comment on interim procedures in Special Federal Aviation Regulations 35 (42 FR 59476, 11/17/77).	FA May 1980	FA November 1980
Implementation of Energy Policy (Docket No. 16617)	Implementation of the Energy Policy and Conservation Act. The NPRM was published on 3/31/77.	FA March 1980	FA November 1980
Review: Update of Part 139	Revision to update and clarify the part including fire-fighting and rescue requirements.	NPRM March 1980	NPRM December 1980
Protective Breathing Equipment	Proposal to establish minimum performance standards and operating rules for protective breathing equipment.	NPRM March 1980	NPRM March* 1981
Supplemental Oxygen . . .	Proposal to permit certain widebody turbojet airplanes to operate up to flight level of 45,000 feet above sea level without requiring the pilot to use supplemental oxygen.	NPRM February 1980	NPRM March* 1981
Review: Metropolitan Washington Airports Regulations	Proposed revision to reflect changed operational conditions and policies and to simplify, clarify, and consolidate the regulations pertaining to the National Capital Airports.	NPRM June 1980	NPRM December 1980
Miscellaneous Minor Amendments	Proposed nonsubstantive amendments that are routine, editorial and clarifying in nature.	NPRM February 1980	NPRM October 1980
Aircraft Owners of Pilots Association (AOPA) Petition to Revise Part 91 (Docket No. 18334)	Proposed amendment based upon AOPA petition to revise regulations in a format and language more understandable by pilots. An ANPRM was published on 1/22/79 (44 FR 4571).	NPRM April 1980	NPRM February* 1981

Title	Subject	Issuance Date Original	Revised
Foreign Airman Certification	Proposed amendments to establish priorities processing applications by foreign airmen for U.S. Airman Certificates.	NPRM June 1980	NPRM June 1981
Recording of Aircraft Titles and Security Documents—Notice of Lien (Docket No. 14236)	Proposed amendment to prescribe specific procedures for filing Notice of Lien with the Aircraft Registry. This proposal would also require release of the Notice filed upon satisfaction of the lien. The NPRM was published January 13, 1975 (40 FR 2445).	FA March 1980	FA February 1981
Cessna Finance Petition (Docket No. 17311)	Petition to amend Part 47 to provide all persons who hold a security interest in aircraft the same protection now afforded the seller of an aircraft under a conditional sales contract. The ANPRM was published 10/20/77. The NPRM was issued 5/7/80. The comment period closes 8/21/80.	FA November 1980	FA December 1980
Security Requirements Applicable to U.S. Commuter Air Carriers Certificate Holders (Docket No. 19726)	Proposed rule to implement safety standards mandated by the Airline Deregulation Act of 1978, and ensure that commuter air carrier passengers enjoy the maximum feasible extent the same level of safety as persons traveling on air carriers holding Certificates of Public Convenience and Necessity from the CAB. The NPRM was published 11/1/79 (44 FR 63048). The comment period closed 2/11/80.	FA May 1980	FA October 1980
Blood Alcohol Level Tests	Proposed rule which will subject Certificated Flight Crewmembers suspected of being under the influence of alcohol to blood-alcohol tests and establish content at which a pilot is considered to be intoxicated.	NPRM March 1980	NPRM October 1980
Microwave Landing System (MLS)	Proposed rule to recognize the MLS selected by ICAO and to prescribe measuring standards and procedures for the approval, installation operation, and maintenance of such systems on non-Federal navigation facilities. The NPRM was published September 8, 1980 (45 FR 59256). The comment period closes November 7, 1980.	FA July 1981	

Title	Subject	Issuance Date Original	Revised
Tires Retrofit (Docket No. 19793)	Proposed rule to require installation of improved tires on certain turbojet transport category airplanes. The NPRM was published 11/27/79 (41 FR 68759). The comment period closed 2/27/79.	FA June 1980	FA October 1980
Revision of Applicability of Part 139	Proposed amendments to require the certification of airports serving commuter air carriers, as well as air carriers holding Certificates of Convenience and Necessity from the CAB. This revision responds to the Airline Deregulation Act of 1978 and ensures that passengers traveling aboard commuter air carriers enjoy the same level of safety as passengers traveling aboard CAB certificated air carriers. The NPRM was published 6/12/80 (45 FR 39857). The comment period closed 8/11/80.	FA December 1980	
Review: Rotocraft Airworthiness Standards (Docket No. 18689)	Proposed revisions to update and improve regulations applicable to helicopters and their operations.	NPRM May 1980	NPRM November 1980
Review: Light Transport Airplane Airworthiness Standards (Docket No. 18600)	Proposed new Part to establish airworthiness standards for a new light transport category of multiengine airplanes having maximum seating capacity of 60 and a maximum gross weight of 50,000 pounds.	NPRM February 1980	NPRM October 1980
Minimum Equipment Lists (MEL)	Proposed amendment to clarify existing MEL provisions by combining the MEL regulatory authority contained in Parts 91, 121, 133, 135, and 137 into a single regulatory section in Part 91	NPRM April 1980	NPRM October 1980
Hang Gliding	Proposed addition to FAR Part 101 to designate general safety rules for hang gliding in order to accommodate increasing hang gliding activity in the National Airspace System.	NPRM February 1980	MPRM November* 1980
Notification/Reporting of Parachute Jump Altitudes	Proposed amendment to require that notification of a parachute jump be made to Air Traffic Control in terms of mean sea-level (MSL or above ground level (AGL).	NPRM March 1980	NPRM November* 1980
Parachute Jumps in Terminal Control Areas (TCA's)	Proposed amendment to FAR Part 105 to require an ATC authorization for anon-emergency parachute jump, into, or within a terminal control area.	NPRM April 1980	NPRM December 1980
Operations in Airport Traffic Areas	Proposed amendment to require all aircraft within an airport traffic area to establish and maintain communications with the airport traffic control tower.	NPRM September 1980	NPRM December 1980
Notice of Alteration, Activation, and Deactivation of Airports	Proposed amendments to require persons proposing to construct, alter, activate or deactivate a civil or joint use airport, to provide prior notice of such actions to the Administrator.	NPRM November 1980	

Title	Subject	Issuance Date Original	Revised
Terminal Control Areas (TCA's): Tampa (Docket No. 18605/ 79-ASO-66)	(See description of Portland (TCA)) The NPRM was published 2/4/80 (45 FR 7559). The comment period closed 5/5/80.	FA August 1980	FA January 1981
Terminal Control Areas (TCA's): Phoenix	(See description of Portland (TCA)) The NPRM was published 4/7/80 (45 FR 23457). The comment period closed 1980.	FA August 1980	FA February 1981
Terminal Control Areas (TCA's): Fort Lauderdale/ Miami	(See description of Portland (TCA)) The NPRM was published September 22, 1980 (45 FR 62839). The comment period closes December 22, 1980.	FA February 1981	
Terminal Control Areas (TCA's): Orlando	(See description of Portland (TCA))	NPRM August 1980	NPRM December 1980
Terminal Control Areas (TCA's): Memphis	(See description of Portland (TCA))	NPRM November 1980	NPRM December 1980
Terminal Control Areas (TCA's): Portland	Terminal Control Areas (TCA's) are proposed to reduce the midair collision potential by eliminating the mix of controlled and uncontrolled aircraft in a higher density terminal environment.	NPRM December 1980	NPRM March 1981
Implementation of EPA JT3D Smoke Standards for In-Use Engines	Proposed amendment is required to implement and enforce EPA revision to their smoke standards for JT3D Airplane Engines. The NPRM was published 4/14/80 (45 FR 25350). The comment period closes 6/28/80.	FA November 1980	
Implementation of 1981 Gaseous Emissions Standards and Revised Test Procedures	Proposed amendment would implement expected major revision in EPA standards for aircraft engine emissions.	NPRM April 1980	NPRM December* 1980
Operations Review Notice No. 8A (Docket No. 17897)	Proposed amendment to require that all flight attendants remain seated at their assigned stations during taxi except to perform duties related to the safety of the airplane and its occupants. The NPRM was published June 19, 1980 (45 FR 41596) (14 CFR 121 & 127)	FA November 1980	FA December 1980
National Federation of the Blind Carriage of Canes	Petition for rule making to permit the stowage of a blind person's flexible cane in a readily accessible location, on all passenger-carrying flights, so that the cane would be available to that person in case of evacuation of an aircraft in an emergency situation.	NPRM August 1980	NPRM October 1980

Title	Subject	Issuance Date Original	Revised
Modification of Aircraft Registration Markings	Proposed amendment to increase height of markings from 3 inches to 12 inches on certain fixed-wing aircraft, decrease height of markings from 20 inches to 3 inches on airships and balloons, and retain the 3-inch height of markings on experimental exhibition aircraft. The NPRM was published 7/31/80. Comment period closes 11/28/80.	FA March 1981	
Terminal Control Area (TCA): Kansas City	Proposed modification of existing Terminal Control Area to reduce size of TCA, where not needed, to provide safe and efficient use of the terminal area. The NPRM was published September 2, 1980 (45 FR 58163). The comment period closes October 17, 1980.	FR November 1980	
Special Airport Traffic Area and Communications Rule	Proposed amendments to establish special airport traffic areas for certain Canadian airports adjacent to U.S.—Canadian with operating air traffic control towers, and to ensure aircraft communications with those towers while operating in the area.	NPRM November 1980	
Grumman Petition-Export Airworthiness Approvals (Docket No. 17502)	Petition for rule making to amend § 21.339(a) to allow restricted category aircraft to be eligible for special export airworthiness approvals and to amend the restricted category civil aircraft operating limitations. (14 CFR Part 21)	NPRM October 1980	
National Business Aircraft Association Petition—Pitot Heat Indication Systems (Docket No. 18904)	Petition to amend the rules to require installation of pitot heat indicating systems only on transport category airplanes operated for hire. A summary of the petition was published on 10/18/79 (44 FR 60107). The comment period closed 11/14/79, (14 CFR Parts 91, 121, 123, and 135.)	NPRM October 1980	
Harsha Petition—Pyrotechnic Signaling Devices (Docket No. 18904)	Petition to establish minimum standards for pyrotechnic signaling devices required for certain overwater operations. This action would require these devices to at least meet U.S. Navy Weapons System Specifications WS 13697B. A summary of the petition was published on 10/18/79 (44 FR 60107). The comment period closed 11/14/80. (14 CFR Parts 91, 121, and 135.)	NPRM October 1980	
FAA Access to Flight Data Recorder and Cockpit Voice Recorder Tapes (Docket No. 20661)	Proposed amendment to allow the FAA to obtain flight data recorder and cockpit voice recorder information at any time at any place. The information is needed to study human factor elements associated with aircraft operation. NPRM 80-14 was published 8/28/80 (45 FR 57684). The comment period closes 10/27/80 (14 CFR Parts 121 and 135).	FR June 1981	

Title	Subject	Issuance Date Original	Revised
Proposed Elimination of Duties and Activities of Flight Crewmembers Not Required for Safe Operation of Aircraft (Docket No. 20659)	Proposed amendment to prohibit flight crewmembers from performing duties and activities not required for the safe operation of aircraft during critical phases of flight. NPRM 80-12 was published 8/28/80. (45 FR 57684). Comments close 10/27/80. (14 CFR Parts 121 and 135).	FR June 1981	
Airworthiness Standards: Aircraft and Products Design and Procedural Standards for Type Certificate Amendments and Supplemental Type Certificates (Docket No. 20660)	Proposed amendments to provide the FAA the means to require updating of safety standards for type certificates, amended type certificates, and supplemental type certificates. NPRM 80-13 was published 8/28/80 (45 FR 57687). Comments close 10/27/80. (14 CFR Parts 21, 39, and 91).	FR June 1981	
Terminal Control Area (TCA) St. Louis (Docket No. 18605) 80-AWA-10	Terminal Control Area (TCA's) are proposed to reduce the midair collision potential by eliminating the mix of controlled and uncontrolled aircraft in a higher density terminal environment. The NPRM was published August 18, 1980. (45 FR 54766). The comment period closes October 2, 1980.	FR October 1980	

Regulatory Action Highlights

Title	Summary
Establishment of New Part 125	The amendments upgrade the general aviation standards applicable to the operation of certain large aircraft, when not operated as an air carrier and to revise certain regulations applicable to commercial operators and air travel clubs. The Amendments were issued 10/2/80.
Noise Standards for Propeller Driven Agricultural and Firefighting Airplanes	The amendments restrict the operation of agricultural and fire fighting airplanes which do not comply with the noise limits of Appendix F of 14 CFR Part 36. The Amendments were issued 9/30/80.
Heater Air Ducts...	The Amendments require that ventilating and combustion air ducts be made of a fire-proof materials whenever such ducts are located near combustion heaters. The Amendments were issued 10/10/80.
Extension of Termination Date of SFAR 29: Limited IFR Operations of Rotorcraft	This amendment extends the expiration date of Special Federal Aviation Regulation No. 29 until December 31, 1982. This will allow the FAA additional time to determine whether the airworthiness requirements should be revised. The Amendments were issued 10/10/80.
Operation of Foreign-Registered Aircraft	The amendments allow Part 121, 127, and 135 operators to operate foreign-registered aircraft in foreign air transportation and between points within the United States. This rule implements the "International Air Transportation Competition Act of 1979" (P.L. 96-192). The Amendments were issued 10/16/80.

blank page

Legislative Program Status

Title	Brief Description
Civil Penalties Legislation	The proposed legislation was forwarded to the Congress on February 28 by the Secretary. It would increase the permissable civil penalty for a violation of the Federal Aviation Regulations from $1,000 to $25,000; provide criminal penalties for violations of the FAA's safety regulations; and established a simplified administrative mechanism for persons to contest civil penalties levied against them by the FAA. The bill has been introduced by Chairman Johnson, House Public Works and Transportation Committee, as H.R. 7488. Hearings on the bill were held July 1, 1980.

Airport and Airway Improvement Act of 1980

The Administration's bill was submitted to Congress on July 26, 1979. The purpose of the proposed legislation is to continue the airport grants-in-aid program, and provide continued funding for facilities and equipment (F&E), research, engineering and development (R, E&D), and operations and maintenance (O&M) activities from the Trust Fund. The Senate passed its own version of airport and airway legislation on February 5, 1980, providing for "defederalization" of the largest airports in the country, i.e., the removal of such airports from the grants-in-aid program. The bill also calls for different funding levels for F&E and O&M compared to the Administration's bill.

The House has also created its own version of the bill, with higher airport grants and F&E levels and lower O&M funding levels than the Administration's proposal. This bill was reported by the Committee on Science and Technology on 4/23/80 and the Committee on Public Works and Transportation on May 13, 1980. The failure to enact new airport development legislation has caused the airport grants-in-aid program to lapse as of October 1.

The Ways and Means Committee has marked up legislation to extend the user taxes which finance the programs contained in the airport and airway legislation, and the Senate Finance Committee on September 18 approved a one year extension of the current aviation taxes. The 3-month extension of the user tax levels also expired on October 1, 1980. This means that some taxes were reduced to the level they were before July 1, 1970, and others were eliminated altogether. The five percent air cargo tax, the $3 international departure fee, and the aircraft use tax have all expired. The eight percent passenger ticket tax has been reduced to five percent and now goes into the general fund of the Treasury rather than the Airport and Airway Trust Fund. The seven cents per gallon tax on aviation jet fuel also has been terminated, and the tax on aviation gasoline used by general aviation has been reduced from seven to four cents per gallon and will go into the Highway Trust Fund.

Status of Major Litigation

Barrett, et al. v. Kilmurray, et al.

Filed as the result of the crash of a United States Army U-21 aircraft into Mt. Iliamna, Alaska. The Plaintiffs, the personal representatives of the deceased passengers, allege that Defendants, four FAA Air Traffic Controllers, were negligent in their handling of the subject aircraft. Recovery against the government would be barred by the legal doctrine established in **Feres v. United States.**

The action, being tried in the Alaska State Court, raises the issue of the personal, individual liability of a government employee who has been sued for job related activities by a party who cannot recover from the United States. A motion for summary judgment was recently granted which determined that the air traffic control specialists could not be personally held liable for their actions.

Delta Air Lines, Inc. v. United States, et al.

This is an action seeking to permanently enjoin the Agency from issuing Airmen Medical Certificates with limitations to those who do not meet all requirements for the certificate, and from issuing certificates with operational limitations to persons qualified to hold unrestricted certificates. The case has resulted from an alleged agency practice of issuing First Class Airman Medical Certificates with a limitation of "not valid for pilot-in command duties" to individuals who are qualified only for second class certificates. Those individuals only require second class certificates to serve in their capacity as pilots but are required by their employer airline to possess first class certificates. The case challenges the Agency's use of discretion in adopting a policy regarding the use of its exemption authority without first complying with the rule-making requirements of the Administrative Procedures Act. The court recently granted Delta's motion for summary judgment. Effectively, the order limits the agency's use of its exemption authority and enjoins the Federal Air Surgeon from placing limitations to flight functions on airman medical certificates. The court recently clarified its ruling to indicate that the decision would not affect those who had already been issued medical certificates with operational limitations, but would be applied to future applicants. The Agency has now substantially modified its exemption issuance procedure and has granted 29 exemptions since September 17th. Rule making action is also being undertaken in further compliance with the Court's order.

Colorado Flying Academy v. United States

Arises out of a midair collision between a Beechcraft Bonanza operating just below the "shelf" of the Denver Terminal Control Area (TCA) and a Piper Seneca which was making a practice instrument approach to Stapleton Airport. The Bonanza was VFR and was not in contact with any air traffic control facility. The Seneca was receiving radar vectoring services. No traffic advisory was given because, according to the controller, the Bonanza did not appear on the radar screen.

The case raises an important issue regarding the design and configuration of the TCA. The Government's position is that the TCA design was based upon national policy considerations and, therefore, is within the discretionary function exception to the Federal Tort Claims Act. The case was tried in 1978 before the U.S. District Court and is currently under consideration.

American Sign & Indicator Corp., et al. v. United S.ates

This case involved the December 27, 1973, crash of a Piper PA-31P during the course of an ILS approach to the Walla Walla City-County Airport, Washington. The crash occurred on the centerline extended, but 8550 feet short of the runway threshold.

The case was significant primarily because it marked the first serious attempt by the plaintiffs bar to attack the integrity of an ILS. On April 10, 1980, the Court entered judgment in favor of the United States. In so doing the Court found, among other things, that (1) an experienced pilot would not allow himself to deviate more than "one dot" below the glide slope centerline, (2) a pilot who finds himself more than "one dot" below should immediately take action to reacquire glide slope centerline, (3) the glide slope is only intended to provide descent guidance to the Decision Height, (4) a continuation of descent below Decision Height is necessarily a visual descent with only incidental reference to the glide slope receiver, (5) this pilot reached the lower edge of the path with (full fly-up defection) approximately 7600 feet prior to the impact point, and (6) even if the glide slope was radiating an out of tolerance signal, in the worst case situation, this pilot would still have cleared the crash site by 212 feet had he not gone below the lower edge of the path width (full fly-up). The Court concluded by finding that the sole proximate cause of the accident was the pilot's negligent decision to go below Decision Height, which could not in any event have been caused by even a faulty glide slope signal.

Hoffman v. United States

The United States Supreme Court denied certiorari in this case thereby letting stand the Court of Appeals decision favorable to the FAA. The case involved a take-off accident at Plymouth, Michigan.

At issue in the case was whether or not the FAA was liable for negligently issuing an ATCO certificate to an operator without first insuring that the operator had complied with the minimum insurance requirements of Part 298. The District Court, after denying our Motion for Summary Judgment, held a trial on the merits. After trial, the Court held that whether or not the FAA had an obligation to enforce Part 298, in any event its failure to do so could not have been the cause of the subsequent accident itself. The Court of Appeals affirmed, and, now, the United States Supreme Court has declined to review the case. Interestingly, the Sixth Circuit **in dicta**, stated that if it had to decide the issue of negligent certification they would hold that it falls within the negligent misrepresentation exception to the Federal Tort Claims Act.

Miree v. United States

This case involves a Learjet bird ingestion accident on 4/26/73 at DeKalb Peachtree Airport in Atlanta causing the deaths of seven people. The Department of Justice settled all cases, except that of the pilot. After trial, the court stated that in not observing any bird activity, the controllers would not be negligent in failing to issue a bird advisory to the pilot. Similarly, even though the pilot was aware of the bird problem of the airport, he would not have been negligent in departing because he would not have seen the birds. The Court further found, in ruling for the United States, that the failure of the Government to force the county to close an adjacent garbage dump fell within the discretionary function exception of the Federal Tort Claims Act and, therefore, could not be used as a basis for recovery.

Farrell v. United States

This lawsuit was brought by an instrument rated pilot who crashed near Midway, Alabama, on April 4, 1973, after running out of fuel. The U.S. District Court ruled from the bench on March 4, 1980, that there was proper coordination by air traffic controllers in dealing with the emergency. The court found that even though there was an unpublished airport near the aircraft, of which a terminal controller was aware, that controller would have been unable to provide radar vectors accurate enough to direct him to the landing strip.

Reminga v. United States

On June 10, 1980, the government argued an appeal (to the Sixth Ciruit Court of Appeals) of a judgment against the United States for deaths due to the crash of an aircraft into guy wires of a television antenna near Rhinlander, Wisconsin, in 1968. The lower court found that the sectional chart erroneously depicted the location of the tower and that the FAA should have indirectly prohibited the construction of the tower. The government argued that sectional charts are not intended to be so accurate as to make the way safe for VFR aircraft flying low in such bad weather conditions as existed on that day and that the FAA has no injunctive power to prevent construction of private structures on private land, but can only do a study as provided in 14 C.F.R. Part 77. The Sixth Circuit Court of Appeals in a decision dated October 2, 1980, affirmed the lower court decision finding the government liable for a mislocation of a tower symbol on a sectional chart, and reversed findings of liability on the basis of permitting the tower to be built and failing to require that guy wires be lighted. Since the evidence shows that the sectional chart supposedly carried aboard was found neatly folded without a wrinkle in the belongings of the person in the back seat, and was out of date, and that the Court found that the chain of possession was not established, and that a state aeronautical chart was found open in the front seat of the aircraft, the government moved for a rehearing.

Cearley v. U.S. California

The District Court ruled S.D. that an FAA inspection of a heater installed pursuant to Supplemental Type Certificate had been negligently done, and was the course of an in-flight fire six years later, which caused four deaths. The Ninth Circuit remanded for a determination concerning passenger reliance on the FAA inspection. The District Court found again for the plaintiffs on the apparent basis of passenger reliance and the "Good Samaritan" doctrine. The decision is being considered for appeal.

Steiner, et. al. v. United States, C.D., California	The District Court found that the United States was 40% responsible for the deaths of an instrument rated pilot and her student undergoing instrument instruction when their aircraft impacted with a mountain while on a radar vector, after having experienced a loss of radio communications. The controller had failed to provide lost radio communications procedures to the pilot while vectoring the aircraft on an off route vector toward higher terrain, as required by a Western Region Air Traffic Control Manual supplement. The Court ruled that the 60% negligence of the instructor was imputed to the student. Plaintiffs have appealed the decision.
Hughes Aircraft, Inc. et. al. v. United States, C.D., California	A decision is awaited in this lawsuit involving the mid-air collision of a Hughes Aerocommander with a Debonair, which occurred in VFR conditions in the downwind leg of the Hughes Airport, as the Aerocommander approached for a landing there, and the Debonair approached Santa Monica Airport (SMO) 2½ miles to the west for a landing. The Hughes Airport tower was staffed by two Hughes controllers. The approximate flight paths of Goth aircraft were known by the FAA controllers at SMO. The Debonair prematurely descended through the VFR corridor in the Los Angeles TCA, a practice by pilots of which the Santa Monica controllers were aware.

blank page

Enforcement Action Highlights

$25,000 Civil Penalty Proposed for Violations of Hazardous Materials Regulations

On June 30, 1980, the Office of the Chief Counsel issued a Notice of Proposed Civil Penalty to Zantop International Airlines alleging that the company offered and accepted for transportation by air a hazardous material that was not classified, described, marked and packaged as required by the Hazardous Materials Regulations. Zantop allegedly attempted to load a gasoline-engine-driven electric generator aboard one of its aircraft when the generator's fuel tank contained several gallons of gasoline. During the loading operation, the generator slipped, fell to the ground and exploded. The fire destroyed the generator and caused considerable damage to the aircraft. Zantop has requested an informal conference.

$116,000 Civil Penalty Action Against Transamerica Airlines, Inc.

On August 12, 1980, the Regional Counsel, Western Region, issued a $116,000 civil penalty letter to Transamerica Airlines, Inc., holder of an Air Carrier Operating Certificate. The air carrier allegedly operated numerous revenue flights involving L-382, L-188 and DC-8 aircraft that were not in an airworthy condition due to the operator's failure to comply with all maintenance and inspection requirements applicable to such aircraft. FAA has offered to accept the specified penalty as a compromise settlement of the case.

Emergency Revocation of Air Carrier Operating Certificate

On August 8, 1980, the Regional Counsel, Pacific Region, issued an Order of Emergency Revocation to Airspeed Hawaii, Ltd., revoking its Air Carrier Operating Certificate. The air carrier allegedly operated several flights in air transportation when it did not have a Director of Operations or a Chief Pilot and a Director of Maintenance as required by the Federal Aviation Regulations. FAA had suspended the certificate from April 11, 1980 to June 25, 1980, due to the company's failure to have such management officials.

Proposed Suspension of Airman Certificate of Balloon Operator

On July 8, 1980, the Regional Counsel, Central Region issued a Notice of Proposed Certificate Action to Thomas Dean Rote, proposing to suspend his Commercial Pilot Certificate for 180 days due to his alleged violations of the Federal Aviation Regulations when operating a hot-air balloon, with a passenger on board, in the vicinity of Columbia, Missouri. On two separate occasions, the airman allegedly operated the balloon at low altitudes over congested areas. On one such occasion the balloon landed in a parking lot, resulting in damage to an automobile, and on the other occasion it landed in the front of a residence, causing damage to a tree.

Emergency Revocation of Air Taxi Operating Certificate

The Regional Counsel, Great Lakes Region, issued an Emergency Order of Revocation against Wilderness Wings, a Part 135 on-demand air taxi operator located in Ely, Minnesota. The enforcement action was taken because of the use of unqualified pilots, use of aircraft not listed on operations specifications and failure to carry appropriate emergency flotation gear. The operator is in the business of taking hunters and fishermen from northern Minnesota to remote locations in Canada. At the time the Order of Revocation was issued, Widerness Wings had left approximately 21 passengers in the wilds of Canada. A temporary operating certificate was issued to the operator for the purpose of bringing the individuals back to the United States. The retrieval operation proceeded successfully removing all stranded hunters and fishermen. The Order of Revocation is now effective.

Criminal Indictment for Violations of Hazardous Materials Regulations

Through the very diligent efforts of Ann Nunn, an Assistant U.S. Attorney in Louisville, Kentucky, and Mr. Tom McCormick of Southern Region's Civil Aviation Security Division, an indictment in the United States District Court for the Western District of Kentucky has been returned against Mr. Cyrus Ferree III.

The indictment charges violations of the Hazardous Material Regulations (49 CFR § 17 1 et seq.); specifically that Ferree knowingly and willingly shipped a quantity of gasoline which was improperly described, marked, and labeled. Conviction on all four counts could result in a fine of not more than $100,000 or imprisonment for not more than 20 years, or both.

FAA investigation revealed that Mr. Ferree, an employee of Seafarers International Union, called the air carrier to inquire whether he could ship 3 gasoline containers. He was informed that such a shipment could not be accepted by the carrier. About an hour later he showed up at the shipping counter and tendered two packages which he claimed to contain "papers and picture frames." The packages allegedly were found to contain a quantity of gasoline.

Suspension of Commercial Pilot Certificate

The Regional Counsel, Central Region, issued an Order of Suspension on September 3, 1980, suspending the commercial pilot certificate of Charlene Beth Harris for 180 days. Respondent, while acting as pilot-in-command, operated aircraft into known icing conditions and the aircraft subsequently crashed resulting in serious injuries to three passengers and substantial damage to the aircraft. Respondent failed to take and pass the tests required in Section 135 of the Federal Aviation Regulations (FARs) prior to acting as pilot-in-command in a Part 135 operation.

Revocation of Commercial Pilot Certificate

The Regional Counsel, Central Region, issued an Order of Revocation on September 17, 1980, revoking the commercial pilot certificate of Lawrence Leonard Cornic. Respondent operated aircraft at altitudes of less than 500 feet from structures on surface, operated aircraft in acrobatic flight below an altitude of 1,500 feet above surface, operated aircraft within 8 hours after consumption of an alcoholic beverage, did not have in his personal possession a current medical certificate, had not accomplished a fight review within preceding 24 months, and it was a reckless operation. Violations of Sections 91.79(c) and (d), 91.11(a)(1), 61.3(c), 61.57(a), and 91.9 of the FARs were involved.

Civil Penalty Action Against Airline Passengers

The Regional Counsel, Central Region, issued a civil penalty letter for $1,000 to Dennis Eriksen alleging a violation of Section 91.8 of the FARs. Respondent was a passenger on a flight operating in scheduled air transportation and performed such acts as to constitute assault, threats, intimidation, and interference with crewmembers in the performance of their duties. Case has been settled for $500.

Passenger Ordered to Pay Civil Penalty for Assaulting Flight Attendant

On July 23, 1980, trial was held in the United States District Court for the Western District of Pennsylvania in the case of *United States of America v. Lilyanatta Berger,* Civil No. 80-441. The Defendant was a passenger aboard a Boeing Model 727 aircraft being operated as United Airlines (UAL) Flight 219 from Pittsburgh, Pennsylvania, to Miami, Florida.

The Court found that during said flight, the Defendant assaulted a crewmember (a flight attendant) in that Defendant committed a battery upon her and interfered with her in the performance of her duties as a crewmember of UAL Flight 219 in violation of Section 91.8(a) of the FARs. As a result, therefore, the Court found that the Defendant was subject to a civil penalty in the amount of $500, together with interest thereon as provided by law, and the costs ($677.78) incurred for the trial.

Air Carrier Paid $10,000 Civil Penalty

Express Airways, Inc., paid $10,000 in a civil penalty compromise settlement of a case which arose from this holder of an air carrier operating certificate operations in violation of flight-time limitations, failure to perform required maintenance, and failure to check equipment.

$10,000 Civil Penalty for Failure to Screen Passengers

Air California Airlines, Inc., paid $10,000 in a civil penalty compromise settlement of a case which arose when the carrier failed to screen passengers boarding numerous charter flights. Thus, the carrier violated FAR 121.538 by its failure to comply with its FAA approved security program.

National Calendar of Events

1980	
*November 5-7	Regional Flight Surgeons' Conference, FAA Technical Center, Atlantic City, New Jersey
November 10-12	Commuter Airline Association of America's Annual Membership Meeting, Phoenix, Arizona
*November 13	DOT Intra Modal Quality Assurance Meeting, Room 1010, 800 Independence Avenue, S.W., Washington, D.C.
November 17-19	National Association of Air Traffic Specialists National Convention, Las Vegas, Nevada
*November 18-20	Eastern Region FY'81 Sector Managers' Conference, Virginia Beach, Virginia
November 19	Rocky Mountain Region Aviation Listening Session/Safety Meeting, Salt Lake City, Utah
*November 19	RTCA Executive Committee Meeting, Sheraton National Motor Hotel, Arlington, Virginia
November 18-20	Airports Division Chiefs Workshop, Brownsville, Texas
November 20	Rocky Mountain Region Aviation Listening Session/Safety Meeting, Grand Junction, Colorado
*November 24-25	Human Factors Workshop, Transportation Systems Center, Cambridge, Massachusetts
*December 2	Flight Standards/Civil Aviation Security Field Division Chiefs' Conference, 800 Independence Avenue, S.W., Washington, D.C.
*December 3-5	High Altitude Pollution Program Scientific Advisory Committee Meeting, 800 Independence Ave., S.W., Washington, D.C.

***December 9-12**	Personnel Officers' Conference, Atlanta, Georgia
January 15-16	Second Annual Commuter Air Carrier Safety Symposium, Sheraton National Hotel, Arlington, Virginia
***January 18-21, 1981**	Helicopter Association of America's 33rd Annual Meeting and Industry Exposition, Anaheim, California
***January 27-28**	Beacon Collision Avoidance System (BCAS) Conference, Dulles Airport
***March 8-11**	National Air Transportation Association's Annual Convention, San Antonio, Texas
***March 10-14**	American Association of Airport Executives' Annual Conference and Business Meeting, Reno, Nevada
***May 4-8, 1981**	Southwest Region All Chiefs' Conference, Ft. Worth, Texas
***May 17-21**	American Helicopter Society's Annual National Forum, New Orleans, Louisiana
***May 22-26**	Professional Air Traffic Controllers Organization's Annual Convention, New Orleans, Louisiana
***June 4-14**	34th Paris Air Show, Le Bourget, France

*New Entry or Change Since Last Calendar
NFD—No Firm Date

Regional Statistics

Northwest

Square Miles	248,730
Airports	867
Centers	1
Towers	26
FSS's	16
AVSFO	9
Sectors	9
APFO	0

Rocky Mountain

Square Miles	581,927
Airports	1,049
Centers	2
Towers	21
FSS's	33
AVSFO	9
Sectors	11
APFO	2

Central

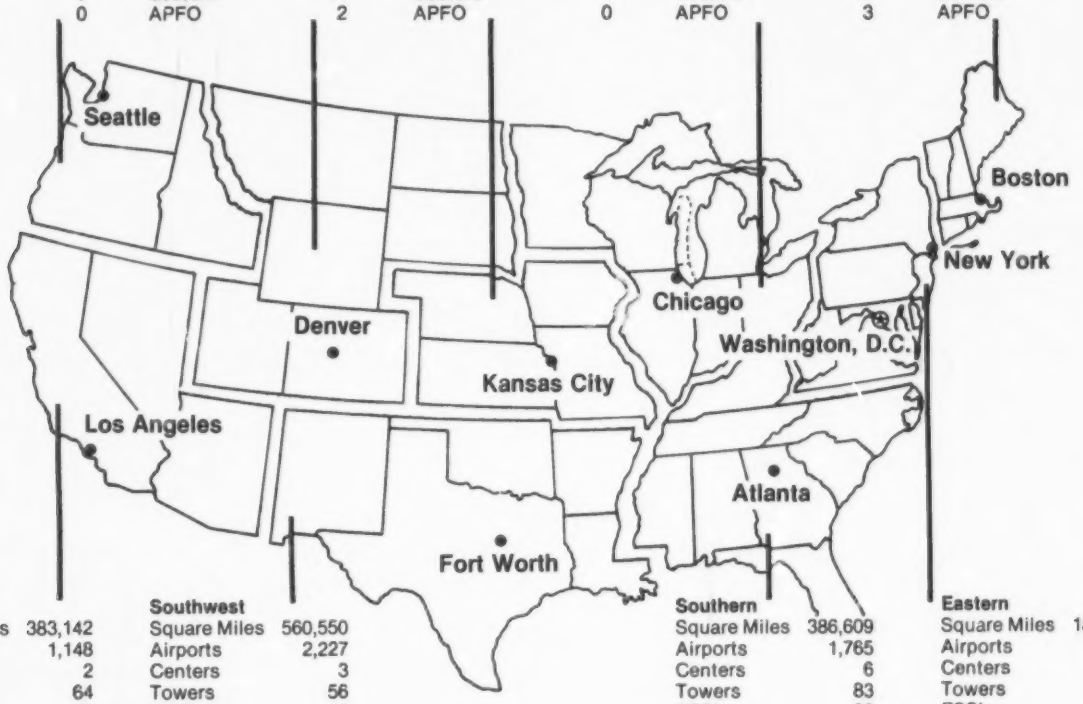
Square Miles	285,467
Airports	1,325
Centers	1
Towers	24
FSS's	29
AVSFO	11
Sectors	7
APFO	0

Great Lakes

Square Miles	332,351
Airports	3,065
Centers	4
Towers	68
FSS's	36
AVSFO	23
Sectors	15
APFO	3

New England

Square Miles	66,608
Airports	536
Centers	1
Towers	22
FSS's	8
AVSFO	6
Sectors	6
APFO	0



Western

Square Miles	383,142
Airports	1,148
Centers	2
Towers	64
FSS's	35
AVSFO	25
Sectors	15
APFO	2

Southwest

Square Miles	560,550
Airports	2,227
Centers	3
Towers	56
FSS's	48
AVSFO	20
Sectors	17
APFO	3

Southern

Square Miles	386,609
Airports	1,765
Centers	6
Towers	83
FSS's	53
AVSFO	24
Sectors	19
APFO	4

Eastern

Square Miles	180,444
Airports	1,961
Centers	2
Towers	53
FSS's	35
AVSFO	28
Sectors	14
APFO	4

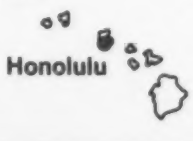
Alaskan

Square Miles	586,412
Airports	734
Centers	1
Towers	8
FSS's	28
AVSFO	6
Sectors	6
APFO	0

Pacific

Square Miles
12 Million +

Airports	69
Centers	2
Towers	7
FSS's	2
AVSFO	6
Sectors	5
APFO	0



European

AVSFO's 4

Aviation Standards Field Office (AVSFO's)

General Aviation District Offices - 65
Air Carrier District Offices - 18
Engineering and Manufacturing District Offices - 18
Flight Standards District Offices - 19
Aeronautical Quality Assurance Field Offices - 5
International Field Offices - 5
Flight Inspection District Offices/ Flight Inspection Groups - 3
Flight Inspection Field Offices - 8
Civil Aviation Security Field Offices — 30
Civil Aviation Assistance Groups - 4
Air Traffic Facilities
Centers - 25
Towers - 432
Flight Service Stations - 323
Airway Facilities Sectors - 124
Airport Field Offices - 18
Airports - 14,746

U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Avenue, S.W.
Washington, D.C. 20591

Official Business
Penalty for Private Use $300

Postage and Fees Paid
Federal Aviation
Administration
DOT 515

980/12

U.S. Department
of Transportation
**Federal Aviation
Administration**

Monthly Management Report

NEWARK PUBLIC LIBRARY

APR 16 1981

U. S. GOVT. PUBS.
DEPOSITORY 376

Data Period ending October 31, 1980

december

80

TD 4.53:

United States Aviation Statistics

Element	1976	1977	1978	1979	9/30/80
Air Carrier Aircraft* (In Service)	2,786	2,854	2,992	3,260	**3,075**
Air Carrier Certificates	156	169	188	179	**149**
General Aviation Active Aircraft	177,964	184,294	198,778	210,523	**NA**
Active Pilots	744,246	783,932	798,833	814,667	**NA**
(Student Pilots)	(188,801)	(203,510)	(204,874)	(210,180)	**NA**
Non-Pilot Airman (e.g., Mechanics, Dispatchers, etc.)	334,681	348,584	362,350	377,213	**NA**
Pilot Schools	1,568	1,632	1,617	1,536	**1,468**
Mechanic Schools	140	141	144	142	**145**
Repair Stations	3,300	3,472	3,609	3,719	**3,836**

Source: Associate for Aviation Standards, AVS-10, Updated Quarterly, September 1980

NA-Not Available

**Includes air travel clubs and air taxi operators of multiengine aircraft.*

Monthly Management Report/December 1980

Introduction

The FAA Monthly Management Report is a summary of current Federal Aviation Administration information relative to safety, air traffic activity, airmen information and other workload indicators. It also provides administrative information about the Federal Aviation Administration—budget, employment, and the status of major regulatory projects. Its audience is Federal Aviation Administration and Department of Transportation managers. It should also provide useful information for the aviation community and others interested in aviation and the Federal Aviation Administration.

This publication was prepared by the Information Analysis Branch, Information and Statistics Division. (AMS-200), Office of Management Systems, with the cooperation of other FAA offices.

Suggestions and comments on the scope and content of this report are welcome and will be given careful consideration in planning future editions. Address your comments to AMS-200 or call (202) 426-3791.

blank page

Table of Contents

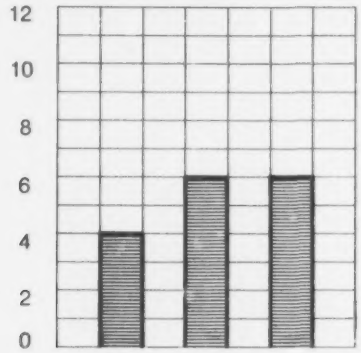
	United States Aviation Statistics	Inside front cover
	Introduction	i
I. Safety	Air Carrier Accidents	1A
	Air Taxi Accidents	1B
	General Aviation Accidents	1C
	Reported Near Midair Collisions	1D
	Air Traffic System Errors	1E
	Worldwide Hijacking Attempts on U.S. Aircraft	1F
	Bomb Threats Against Aircraft and Airports	1G
	Airline Passenger Screening Results	1H
	Explosions and Explosive Devices Found	1I
	Legal Enforcement Case Summary	1J
	Legal Enforcement Actions	1K
	Airmen Safety Education	1L
	Airmen Medical Certification—Appeals	1M
II. Air Traffic Activity	Aircraft Handled at Air Route Traffic Control Centers	2A
	Operations at FAA Air Traffic Control Towers	2B
	Instrument Operations at FAA Air Traffic Control Towers	2C
	Flight Services	2D
	Regional Air Traffic Data	2E
	Air Traffic Delays of 30 Minutes or More—Systemwide	2F
	Air Traffic Delays of 30 Minutes or More—LaGuardia, Kennedy Airports	2G
	Air Traffic Delays of 30 Minutes or More—Denver, Atlanta Airports	2H
	Air Traffic Delays of 30 Minutes or More—Boston, O'Hare Airports	2I
III. FAA Aviation Facilities	National Airspace System Facilities	3A
	Inventory of Active FAA Aircraft	3B
	Unscheduled Outages and Restorations—Terminal Systems Air Traffic Control Services	3C
	Unscheduled Outages and Restorations—Terminal Systems Landing Aids	3D
	Unscheduled Outages and Restorations—Enroute Systems Navigational Aids	3E
	Unscheduled Outages and Restorations—Enroute Systems Air Traffic Control Services	3F
	Unscheduled Outages and Restorations—Radar	3G
	Enroute Systems Computer Interruptions	3H

	Facilities and Equipment 1980 Commissioning Plan—ARSR, DME, ILS, ALS/MALSR, REIL, VASI, ARTS II, ASR, and DF	3I
IV. Airports	Airport Grants Program Status	4A
	Airport Certification Status	4B
	Washinton National Airport Traffic Summary	4C
	Dulles International Airport Traffic Summary	4D
V. Aircraft/Airmen	Aircraft Registration Activity	5A
	Aircraft Loan Guarantee Status	5B
	Airmen Certificates Issued	5C
	Airmen Medical Certification Activity	5D
	Aviation Designees	5E
VI. FAA Employees	FAA Employment History	6A
	FAA Employment by Region	6B
	Grade Distribution of Minorities and Women	6C
	FAA Employment of Minorities and Women	6D
	FAA Employee Turnover	6E
	Average Overtime Hours	6F
	Total Overtime Hours	6G
	Air Traffic Control Specialist Health Program	6H
	Students in FAA Training	6I
	Union Activity in FAA	6J
VII. Finances	Appropriations History Budget Authority	7A
	Status of Funds by Appropriation	7B
	Status of Airport and Airway Trust Fund	7C
	Status of Facilities and Equipment Appropriations	7D
VIII. Contracting	Major Headquarters Contract Awards	8A
	Minority Contracting Status	8B
IX. Legal Activity	Summary Regulatory Agenda	9A
	Regulatory Action Highlights	9B
	Legislative Program Status	9C
	Status of Major Litigation	9D
	Enforcement Action Highlights	9E
X. National Calendar of Events		10A
Regional Statistics		Inside back cover

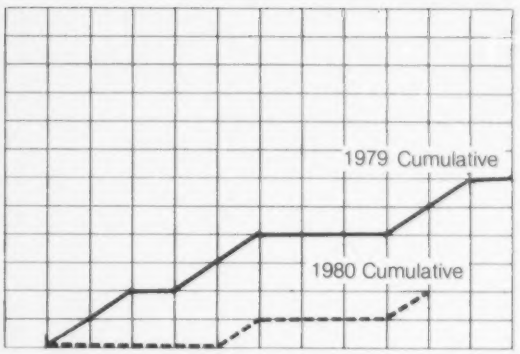
Air Carrier Accidents

Source: Aviation Safety, ASF-200, Updated Monthly, October 1980

Number of Fatal Accidents



Yearly Total



January-October
1979: 5*
1980: 2 ↓60%*

***Preliminary FAA Data**

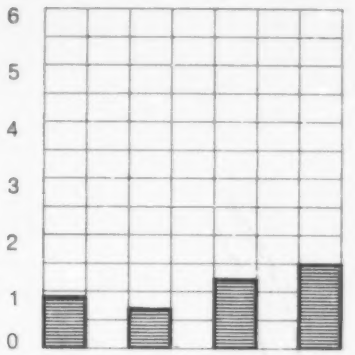
Air Carrier	1976	1977	1978	1979*	October 1979*	October 1980*
Scheduled						
Total Accidents	25	23	22	23	2	2
Fatal Accidents	3	5	5	4	1	0
Fatalities	42	407	19	279	71	0
Supplemental						
Total Accidents	1	2	2	1	0	3
Fatal Accidents	0	0	0	0	0	1
Fatalities	0	0	0	0	0	1
Commercial						
Total Accidents	7	3	1	2	0	0
Fatal Accidents	1	1	1	0	0	0
Fatalities	2	3	144	0	0	0
Travel Club						
Total Accidents	0	0	0	0	0	0
Fatal Accidents	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total						
Total Accidents	**33**	**28**	**25**	**26**	2	2
Fatal Accidents	**4**	**6**	**6**	**4**	1	1
Fatalities	**44**	**410**	**163**	**279**	71	1

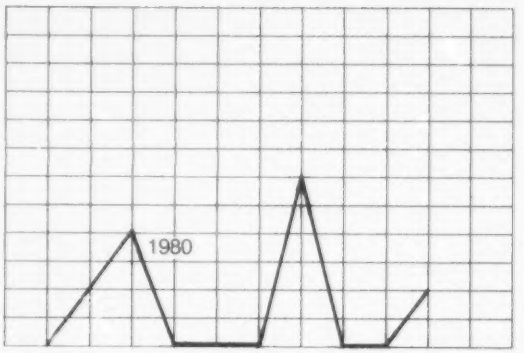
Monthly Management Report/December 1980

Air Taxi Accidents

Source: Aviation Safety, AVS-200, Updated Quarterly, October 1980

Number of Fatal Accidents: Commuters



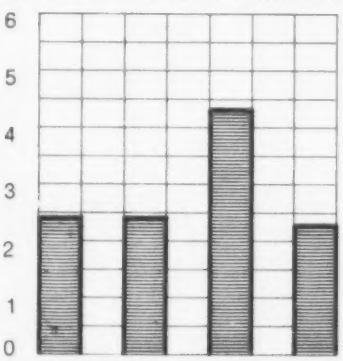


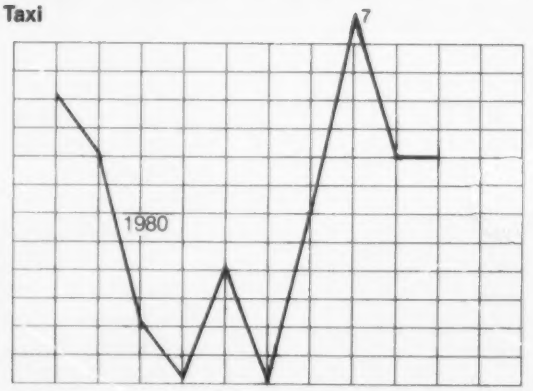
January-October 1979: 15 1980*: 7 ↓53%*

Commuters					October	
	1976	1977	1978	1979*	1979*	1980*
Total Accidents	41	41	56	61	14	3
Fatal Accidents	11	8	15	13	4	1
Fatalities	34	30	63	58	8	2

**Preliminary FAA Data*
Commuter: A commuter is an air carrier, certificated in accordance with FAR 135, and authorized to provide air transportation of passengers or cargo pursuant to a published schedule of at least five round trips per week, between two or more points, or transportation of mail pursuant to a contract with the U.S. Postal Service.
Demand Air Taxi: An air taxi is an air carrier certificated in accordance with FAR 135 and authorized to provide, on demand, public transportation of persons or property by aircraft.

Number of Fatal Accidents: Demand Air Taxi





January-October 1979: 25 1980*: 30 ↑20%*

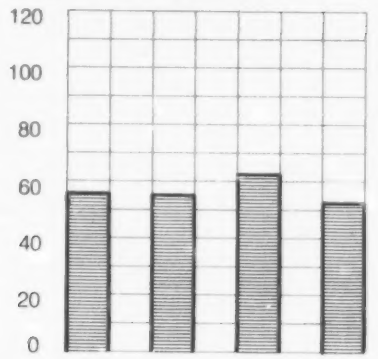
On Demand Air Taxi					October	
	1976	1977	1978	1979*	1979*	1980*
Total Accidents	126	147	218	101	14	11
Fatal Accidents	29	29	52	21	4	4
Fatalities	88	126	157	63	8	9

Monthly Management Report/December 1980

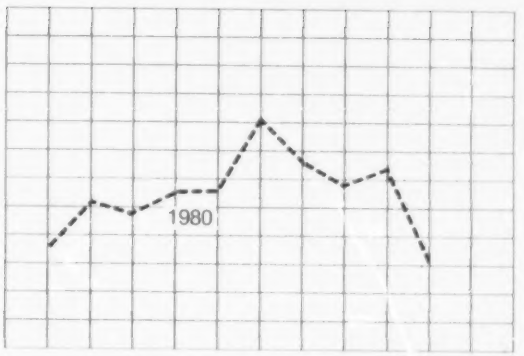
General Aviation Accidents

Source: Aviation Safety, ASF-200, Updated Monthly, October 1980

Number of Fatal Accidents



Monthly Average



January-October
1979: 531*
1980: 490 ↓8%*

User Category

	1976			1977			1978			1979*			October 1979*			October 1980*		
	Total Accidents	Fatal Accidents	Fatalities	Total Accidents	Fatal Accidents	Fatalities	Total Accidents	Fatal Accidents	Fatalities	Total Accidents	Fatal Accidents	Fatalities	**Total Accidents**	**Fatal Accidents**	**Fatalities**	**Total Accidents**	**Fatal Accidents**	**Fatalities**
Personal	2,341	438	837	2,351	444	915	2,289	458	959	2,173	386	799	**157**	**18**	**28**	**3**	**0**	**0**
Business	496	86	150	476	69	133	371	78	138	352	66	115	**33**	**10**	**13**	**0**	**0**	**0**
Executive	45	12	30	41	11	37	57	17	56	54	14	47	**3**	**0**	**0**	**0**	**0**	**0**
Instruction	563	57	78	643	61	91	671	58	86	637	49	72	**45**	**5**	**5**	**2**	**0**	**0**
Aerial Application	453	38	43	465	33	36	454	27	27	431	23	23	**13**	**0**	**0**	**1**	**0**	**0**
Industrial Special	74	20	25	64	16	25	96	20	34	91	17	28	**8**	**3**	**4**	**0**	**0**	**0**
Other	107	26	43	111	31	67	328	72	114	309	58	90	**17**	**5**	**7**	**0**	**0**	**0**
Total	**4,079**	**677**	**1,206**	**4,151**	**665**	**1,304**	**4,266**	**730**	**1,414**	**4,047**	**613**	**1,174**	**283**	**41**	**57**	**263**	**33**	**67**

Monthly Management Report/December 1980

Note: Columns may not add to totals due to a delay in user category classification of some accidents.

*Preliminary FAA Data

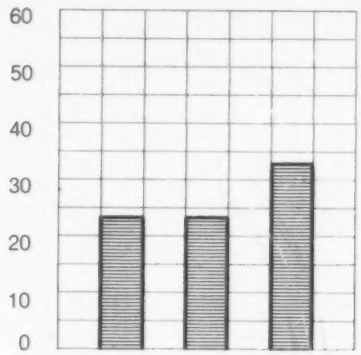
Reported Near Midair Collisions

Source: Aviation Safety, ASF-200, Updated Monthly, August 1980

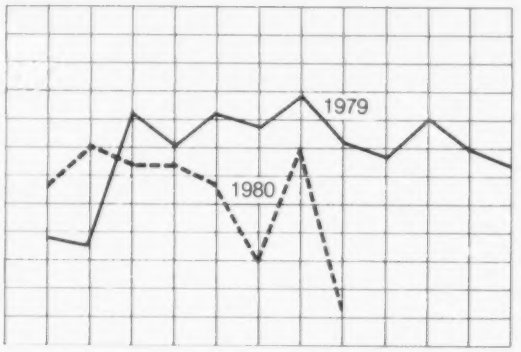
**Due to reporting lag, 1980 figures are not final. Additional revisions will be made in subsequent publications.*
Near midair collisions are broken down into three basic types:
Critical: a situation where collision avoidance was due to chance rather than an act on the part of the pilot. Less than 100 ft. of aircraft separation would be considered critical.
Potential: an incident which would probably have resulted in a collision if no action had been taken by either pilot. Closest proximity of less than 500 feet would usually be required in this case.
No Hazard: when direction and altitude would have made a midair collision improbable regardless of evasive action taken.

Monthly Management Report/December 1980

Critical and Potential Near Midair Collisions



Monthly Average



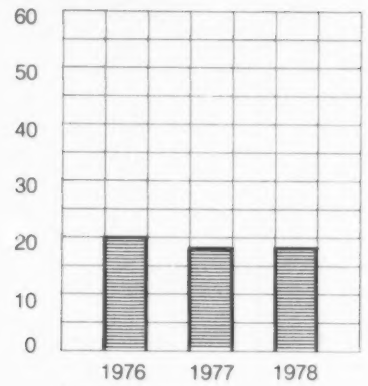
January-August
1979: 244
1980: 199 ↓18%

Classification	1976	1977	1978	1979	July 1979	July 1980*	August 1979	August 1980*
Critical	70	93	125	128	**12**	**11**	**7**	**3**
Potential	217	196	274	310	**33**	**24**	**29**	**4**
No Hazard	73	88	100	99	**6**	**10**	**6**	**6**
Unclassified	13	7	5	3	**0**	**0**	**1**	**1**
Total	**373**	**384**	**504**	**540**	**51**	**45**	**43**	**14**

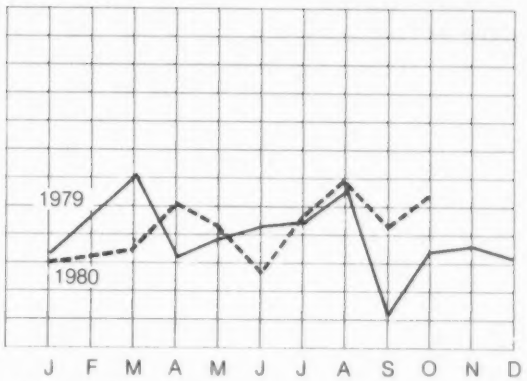
Air Traffic System Errors

Source: Air Traffic, AAT-20, Updated Monthly, October 1980

Enroute System Errors

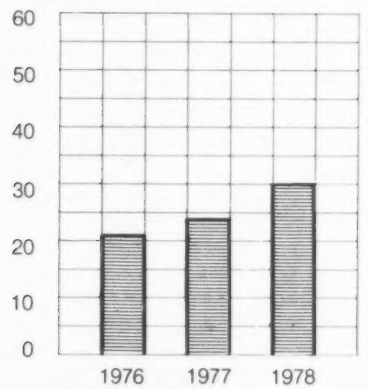


Monthly Average

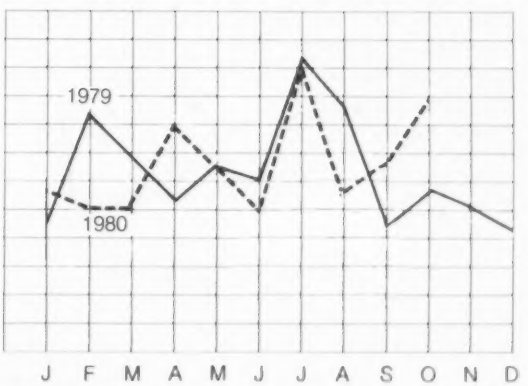


January-October
1979: 196*
1980: 206 ↑5%*

Terminal System Errors



Monthly Average



January-October
1979: 311*
1980: 333 ↑7%*

**Preliminary*
System Error: Operational error involving aircraft being provided air traffic service resulting in less than applicable separation minima between two or more aircraft and terrain or obstacles.

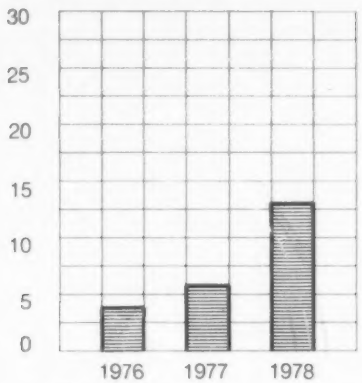
Monthly Management Report/December 1980

System Errors	1976	1977	1978	1979*	October 1979*	October 1980*
Enroute	242	217	215	233	**17**	**27**
Terminal	249	290	356	379	**28**	**45**
Total	**491**	**507**	**571**	**612**	**45**	**72**

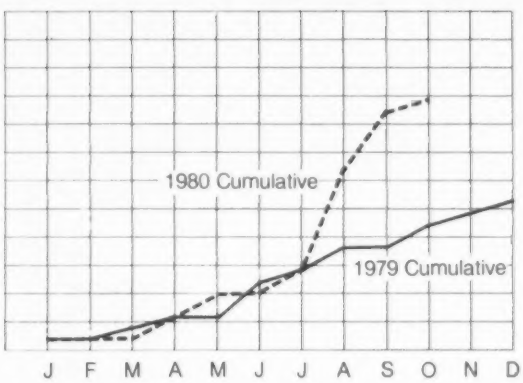
Worldwide Hijacking Attempts on U.S. Aircraft

Source: Civil Aviation Safety, ACS-400 Updated Monthly, October 1980

Total Hijacking Attempts



Yearly Total



January-October
1979: 11
1980: 22 ↑100%

Successful—one in which the hijacker controls the flight and reaches destination and/or objective.

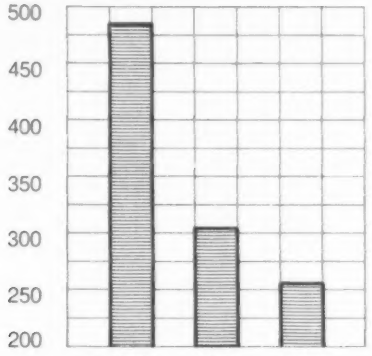
Monthly Management Report/December 1980

Hijacking Attempts	1976	1977	1978	1979	October 1979	October 1980
Air Carrier	2	5	8	11	**1**	**1**
(Successful)	(1)	(0)	(0)	(4)	**(1)**	**(0)**
General Aviation	2	1	5	2	**1**	**0**
(Successful)	(0)	(0)	(2)	(2)	**(1)**	**(0)**
Total	**4**	**6**	**13**	**13**	**2**	**1**
(Successful)	**(1)**	**(0)**	**(2)**	**(6)**	**(2)**	**(0)**

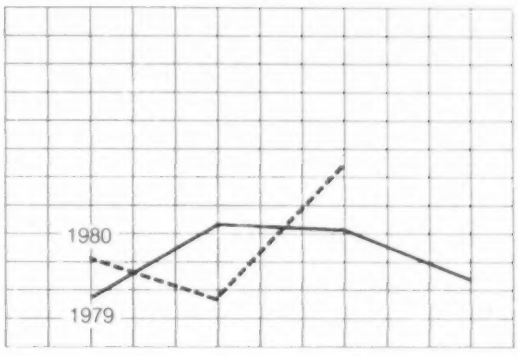
Bomb Threats Against Aircraft and Airports

Source: Civil Aviation Security, ACS-400, Updated Quarterly, September 1980

Number of Bomb Threats—U.S. and Foreign Aircraft in U.S.

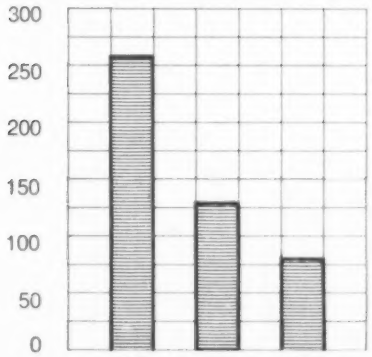


Quarterly Average

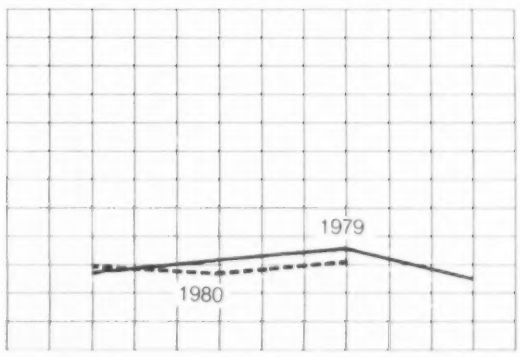


January-September
1979: 860
1980: 890 ↑3%

Number of Bomb Threats—U.S. Airports



Quarterly Average



January-September
1979: 242
1980: 219 ↓10%

A statement is considered a serious threat if one of the following occurs:
1. It is directed against a particular aircraft or flight.
2. It is not possible to immediately determine if it is made in a joking manner.
3. It results in inconvenience to other passengers.
4. It results in a search or otherwise disrupts airline operations.

NA—Not Available

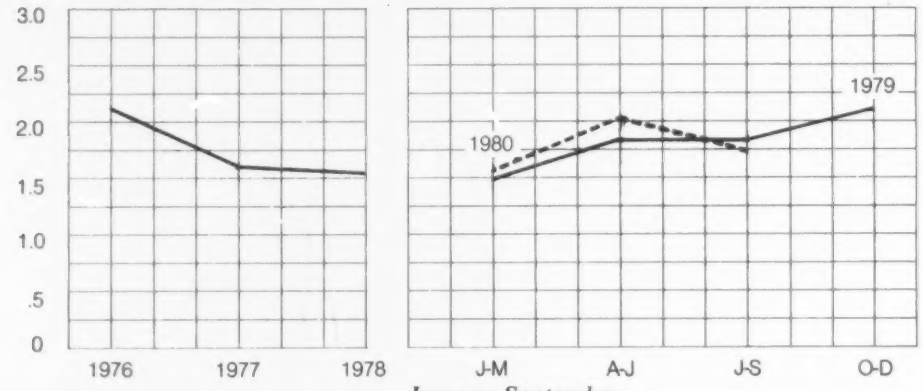
Monthly Management Report/December 1980

Bomb Threats	1976	1977	1978	1979	July-Sept. 1979	July-Sept. 1980
U.S. & Foreign Aircraft in the U.S.						
Serious	N/A	N/A	552	671	**195**	**224**
All	**1,950**	**1,229**	**1,032**	**1,121**	**305**	**366**
U.S. Airports	1,036	519	318	309	**91**	**78**

Airline Passenger Screening Results

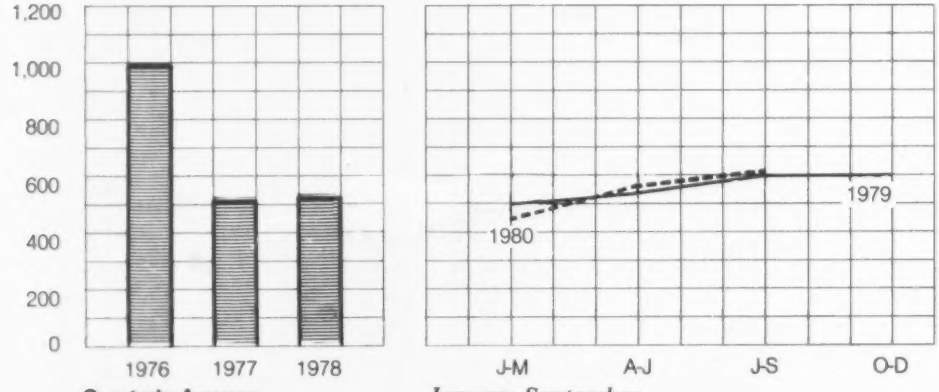
Source: Civil Aviation Safety, ACS-400, Updated Quarterly, September 1980

Persons Arrested per 1,000,000 Persons Screened



January-September
1979: 1.69
1980: 1.77 ↑5%

Firearms Detected



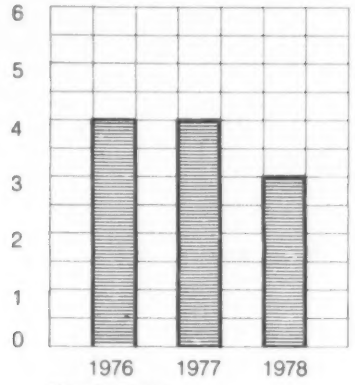
January-September
1979: 1,567
1980: 1,603 ↑2%

	1976	1977	1978	1979	July-Sept 1979	July-Sept 1980
Persons Screened (Millions)	413.6	508.8	579.7	592.5	**163.6**	**157.1**
Persons Arrested for Carriage of Firearms/Explosives	884	810	896	1,060	**294**	**274**
Persons Arrested per 1,000,000 Persons Screened	2.14	1.59	1.55	1.79	**1.79**	**1.74**
Firearms Detected	3,936	2,034	2,058	2,161	**577**	**601**

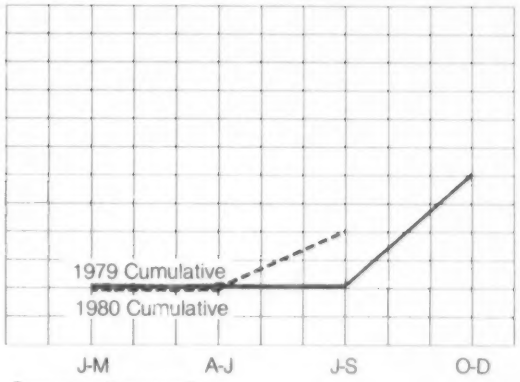
Explosions and Explosive Devices Found

Source: Civil Aviation Security, ACS-400, Updated Quarterly, September 1980

Number of Explosions

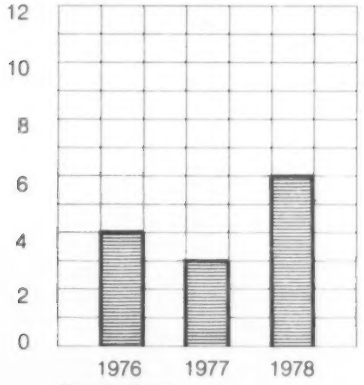


Yearly Total

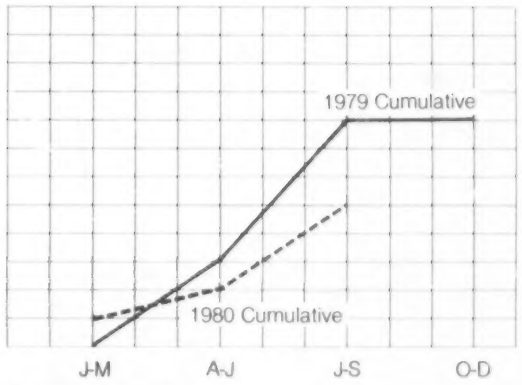


January-September
1979: 1
1980: 2 ↑100%

Explosive Devices Found



Yearly Total



January-September
1979: 8
1980: 5 ↓38%

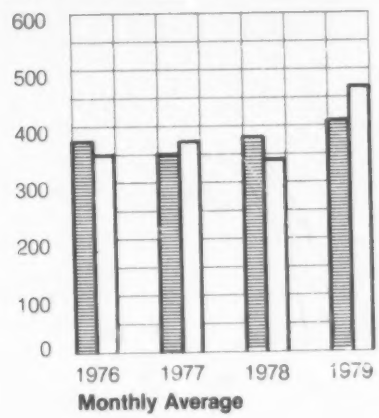
					July-Sept.	
	1976	1977	1978	1979	**1979**	**1980**
Explosions:						
Aircraft	2	1	0	1	**0**	**1**
Airports	2	3	3	2	**0**	**0**
Total	**4**	**4**	**3**	**3**	**0**	**1**
Explosive Devices Found:						
Aircraft	1	2	0	2	**0**	**0**
Airports	3	1	6	6	**5**	**3**
Total	**4**	**3**	**6**	**8**	**5**	**3**

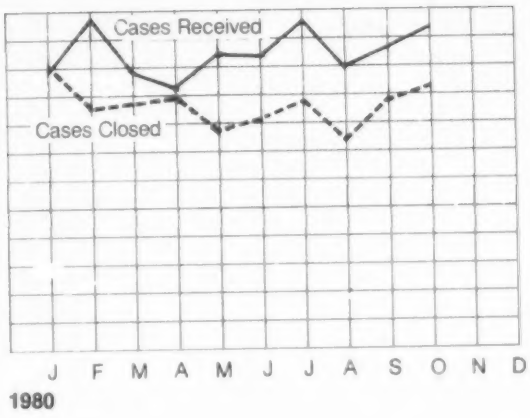
Monthly Management Report/December 1980

Legal Enforcement Case Summary

Source: Chief Counsel, AGC-200, Updated Monthly, October 1980

Cases Received **Cases Closed**





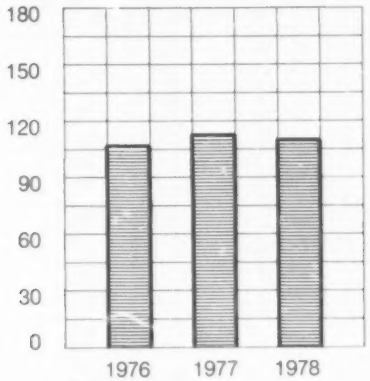
Enforcement Case Summary	1976	1977	1978	1979	October 1979	October 1980
Cases on Hand at Start of Period	2,128	2,324	2,086	2,470	**2,667**	**3,855**
Cases Received During Period	4,461	4,234	4,528	4,917	**499**	**573**
Cases Closed by Organization Responsible						
Airports	9	6	16	15	**4**	**1**
Security	104	59	50	115	**17**	**23**
Medical	519	415	427	433	**29**	**38**
Flight Standards	3,633	3,992	3,651	3,817	**332**	**404**
Total Cases Closed	**4,265**	**4,472**	**4,144**	**4,381**	**382**	**466**

Monthly Management Report/December 1980

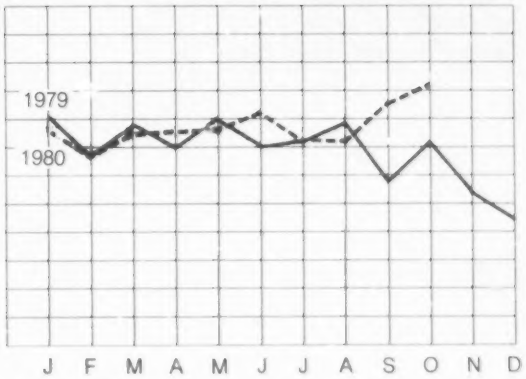
Legal Enforcement Actions

Source: Chief, Counsel, AGC-10, Updated Monthly October 1980

Number of Civil Penalties

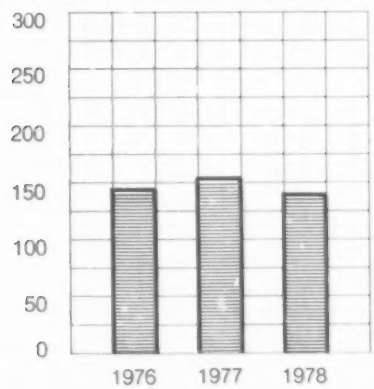


Monthly Average

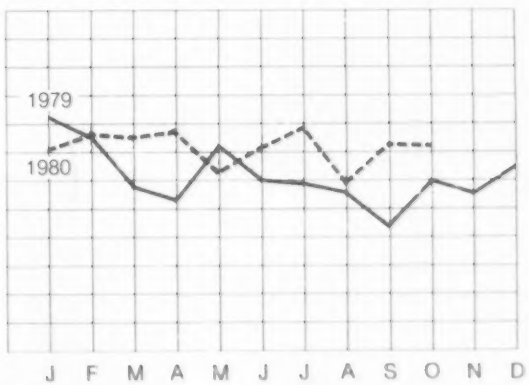


January-October
1979: 1,095
1980: 1,184 ↑8%

Certificates Suspended or Revoked



Monthly Average



January-October
1979: 1,568
1980: 1,808 ↑15%

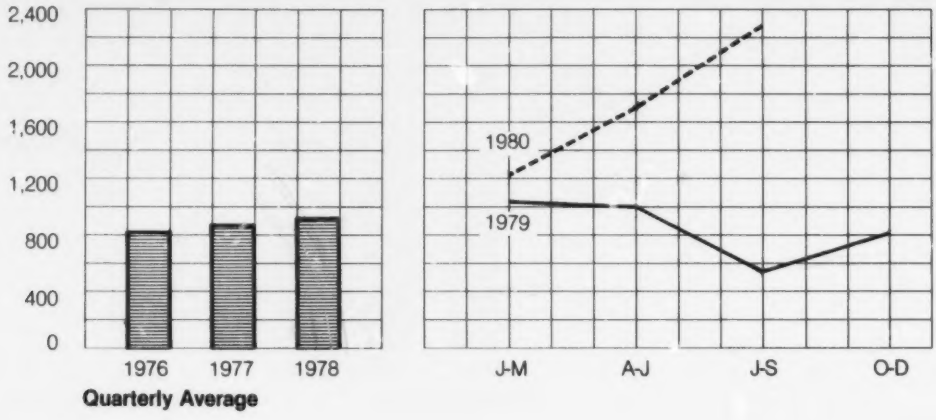
Enforcement Actions	1976	1977	1978	1979	October 1979	October 1980
Civil Penalties	1,281	1,326	1,308	1,243	**109**	**137**
Amount Collected (Dollars in Thousands)	$713.5	$544.6	$546.2	$1,801.5	**$50.8**	**$90.3**
Certificates Suspended or Revoked	1,761	1,852	1,689	1,873	**151**	**183**

Monthly Management Report/December 1980

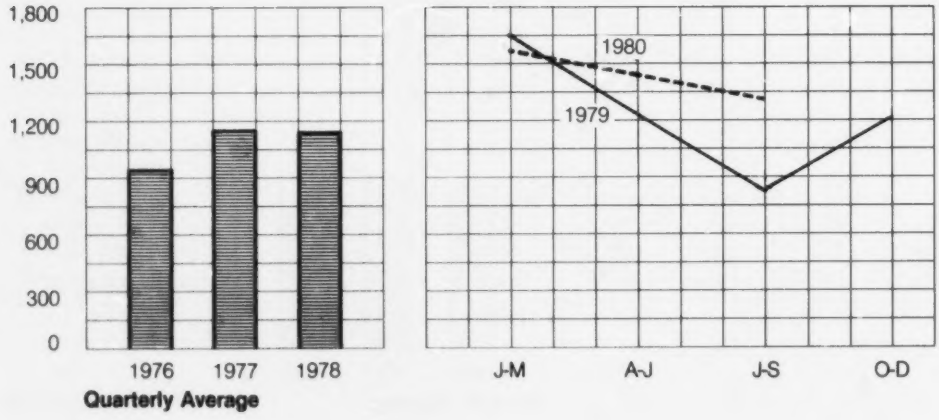
Airmen Safety Education

Source: Aviation Medicine, AAM-600 and Flight Operations, AFO-800, Updated Quarterly, Setpember 1980

Accident Prevention Clinics



Pilots in Physiological Training



Physiological Training—pilot oriented training directed toward survival in the flight environment. The pilot is familiarized with the physiological problem of flight, and taught to use the many devices that have been developed to assist in compensating for the numerous environmental changes that are caused by flight. Global Survival—provides pilots with knowledge, principles and practices for survival in a hostile environment in case of crash or ditching.

Monthly Management Report/December 1980

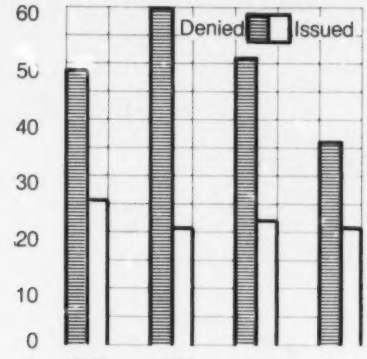
Airman Safety Education

	1976	1977	1978	1979	July-Sept. 1979	July-Sept. 1980
Accident Prevention Clinics	3,304	3,476	3,656	3,454	**578**	**2,294**
(Aviation Medicine Participation)	(53)	(33)	(55)	(30)	**(6)**	**(7)**
Aviation Medical Examiner Seminars	15	12	14	16	**5**	**7**
Pilot Training						
Physiological Training	3,759	4,589	4,572	4,919	**833**	**1,312**
Global Survival Training	0	0	0	0	**80**	**19**
Total	**3,759**	**4,589**	**4,572**	**4,919**	**913**	**1,331**

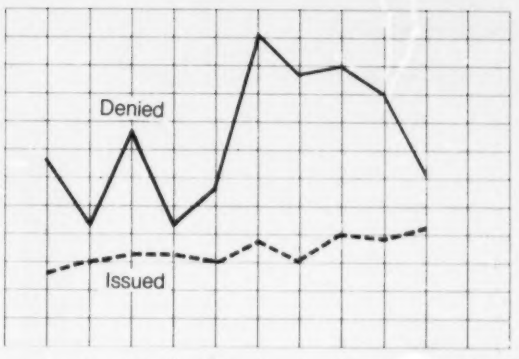
Airmen Medical Certification Appeals

Source: Aviation Medicine, AAM-600, Updated Monthly, October 1980

Federal Air Surgeon Reconsiderations

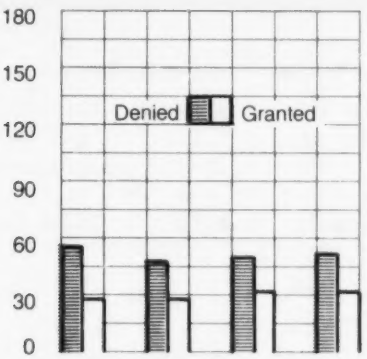


Monthly Average

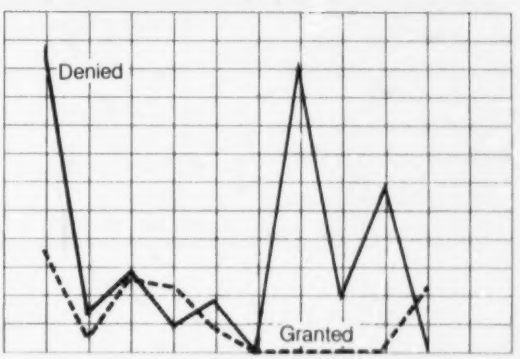


1980

Petitions



Monthly Average



1980

	1976	1977	1978	1979	October 1979	October 1980
Reconsideration Decisions Rendered	900	974	868	683	**63**	**55**
Airman Medical Certificates Issued	309	249	259	248	**18**	**22**
Airman Medical Certificates Denied	591	725	609	435	**45**	**33**
Petitions						
Petitions Received	1,030	1,080	1,136	1,164	**106**	**67**
Petitions Granted	346	346	375	372	**21**	**38**
Petitions Denied	678	588	617	626	**74**	**6**
Petitions Pending	460	524	596	686	**644**	**854**

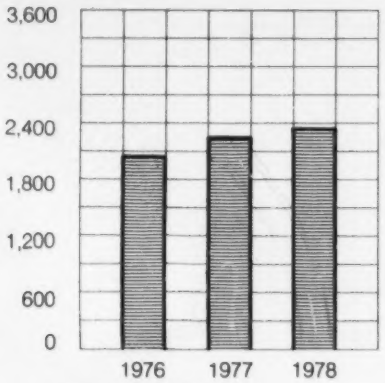
Monthly Management Report/December 1980

Aircraft Handled at Air Route Traffic Control Centers

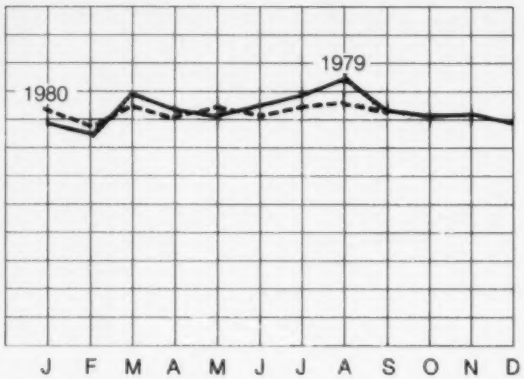
Source: Management Systems, AMS-200, Updated Monthly, September 1980

In thousands

Aircraft Handled



Monthly Average



January-September
1979: 22,402
1980: 22,527→0%

Aircraft Handled—The number of departures multiplied by two plus the number of overs.
**Preliminary*
Note: Totals may not add due to rounding.

Monthly Management Report/December 1980

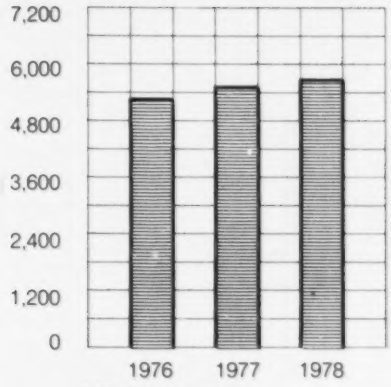
Aircraft Handled					September	
	1976	1977	1978	1979	**1979**	**1980***
Air Carrier	12,598	13,253	13,822	13,955	**1,150**	**1,084**
Air Taxi	1,418	1,738	1,967	2,448	**196**	**220**
General Aviation	6,070	7,177	7,920	9,014	**730**	**793**
Military	4,134	4,594	4,671	4,785	**377**	**383**
Total	**24,220**	**26,762**	**28,381**	**30,202**	**2,453**	**2,480**

Operations at FAA Airport Traffic Control Towers

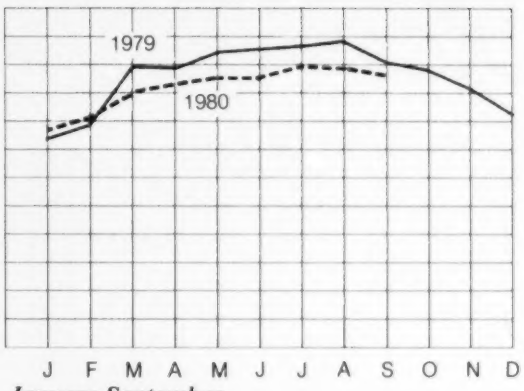
Source: Management Systems, AMS-200, Updated Monthly, September 1980

In thousands

Total Operations



Monthly Average



January-September
1979: 52,065
1980: 49,622 ↓5%

Operations	1976	1977	1978	1979	September 1979	September 1980*
Air Carrier	9,574	9,882	10,214	10,326	**843**	**795**
Air Taxi	2,977	3,419	3,883	4,490	**382**	**408**
General Aviation	48,793	50,836	51,664	51,703	**4,587**	**4,195**
Military	2,630	2,665	2,532	2,554	**211**	**218**
Total	**63,975**	**66,801**	**68,294**	**69,073**	**6,024**	**5,616**

**Preliminary*
Note: Totals may not add due to rounding.

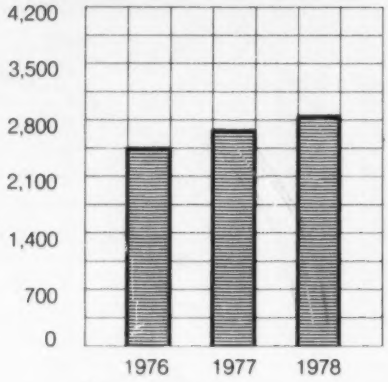
Monthly Management Report/December 1980

Instrument Operations at FAA Airport Traffic Control Towers

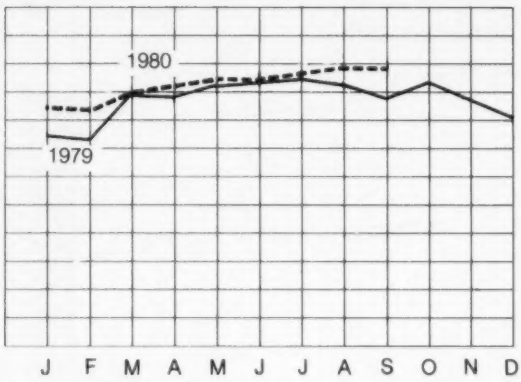
Source: Management Systems, AMS-200, Updated Monthly, September 1980

In thousands

Total Instrument Operations



Monthly Average



January-September
1979: 27,320
1980: 28,899 ↑6%*

Instrument Operations

	1976	1977	1978	1979	September 1979	September 1980*
Air Carrier	9,781	10,197	10,584	10,688	**871**	**869**
Air Taxi	2,269	2,714	3,149	3,842	**313**	**381**
General Aviation	13,654	15,510	16,781	18,415	**1,596**	**1,763**
Military	3,643	3,741	3,696	3,988	**313**	**331**
Total	**29,348**	**32,162**	**34,209**	**36,933**	**3,094**	**3,344**

**Preliminary*
Note: Totals may not add due to rounding.

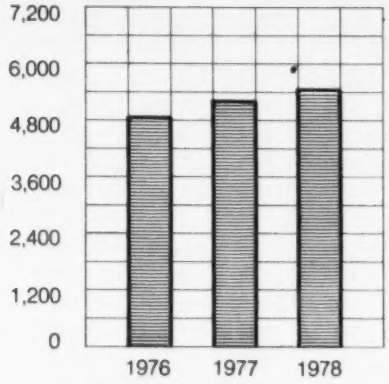
Monthly Management Report/December 1980

Flight Services

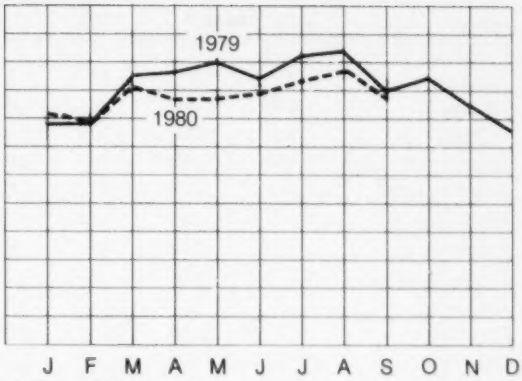
Source: Management Systems, AMS-200, Updated Monthly, September 1980

In thousands

Total Flight Services



Monthly Average



January-September
1979: 50,086
1980: 48,080 ↓4%

Flight Services = Sum of flight plans originated and pilots briefs multiplied by two, plus the number of aircraft contacted.

**Preliminary*

***Includes Flight Service Station and Combined Stations/Towers but excludes International Flight Service Stations*

Note: Totals may not add due to rounding.

Monthly Management Report/December 1980

Flight Services**

	1976	1977	1978	1979	September 1979	September 1980*
Pilot Briefs	16,136	17,422	18,277	18,955	**1,472**	**1,478**
Flight Plans Originated	8,209	8,850	9,170	9,437	**803**	**793**
Aircraft Contacted	9,904	10,179	10,319	10,175	**931**	**834**
Total	**58,594**	**62,722**	**65,214**	**66,959**	**5,481**	**5,376**

Regional Air Traffic Data

	ARTC Aircraft Handled						Flight Services**					
					September						September	
Region	1976	1977	1978	1979	1979	1980*	1976	1977	1978	1979	1979	1980*
Alaskan	305	306	307	317	**27**	**28**	2,618	2,760	2,686	2,246	**217**	**223**
Central	1,093	1,258	1,351	1,443	**112**	**120**	5,022	5,405	5,285	5,295	**407**	**425**
Eastern	2,945	3,265	3,228	3,436	**286**	**296**	8,436	9,011	9,490	9,858	**821**	**829**
Great Lakes	5,848	6,360	6,706	6,999	**594**	**583**	8,342	9,101	9,242	9,381	**796**	**761**
New England	911	974	1,012	1,128	**93**	**98**	1,940	2,001	2,123	2,393	**202**	**208**
Northwest	709	850	924	996	**79**	**81**	2,793	2,927	3,027	3,091	**268**	**251**
Pacific/Asia	424	434	456	464	**36**	**36**	508	564	584	573	**46**	**46**
Rocky Mountain	1,340	1,477	1,619	1,820	**146**	**148**	3,458	3,842	4,101	4,101	**330**	**338**
Southern	5,100	5,634	6,156	6,365	**500**	**490**	10,435	10,901	11,639	12,275	**1,040**	**936**
Southwest	3,427	3,836	4,042	4,541	**367**	**369**	7,941	8,570	9,129	9,487	**717**	**739**
Western	2,119	2,368	2,579	2,694	**212**	**230**	7,100	7,640	7,908	8,261	**637**	**619**
Total	**24,220**	**26,762**	**28,381**	**30,202**	**2,452**	**2,480**	58,594	62,722	65,214	66,959	**5,481**	**5,376**

	Total Tower Operations						Instrument Operations					
					September						September	
Region	1976	1977	1978	1979	1979	1980*	1976	1977	1978	1979	1979	1980*
Alaskan	1,084	1,141	1,052	1,000	**93**	**92**	216	206	208	199	**16**	**26**
Central	3,144	3,164	3,212	3,210	**307**	**258**	1,529	1,622	1,747	1,801	**153**	**160**
Eastern	7,903	8,469	8,512	8,384	**752**	**732**	4,774	5,182	5,376	5,855	**500**	**519**
Great Lakes	10,394	10,238	10,445	10,391	**1,020**	**904**	4,643	5,167	5,567	6,084	**554**	**599**
New England	3,026	3,145	3,265	3,256	**317**	**306**	992	1,142	1,226	1,368	**119**	**129**
Northwest	3,415	3,635	3,622	3,587	**333**	**303**	1,016	1,143	1,202	1,372	**119**	**115**
Pacific/Asia	612	684	801	871	**71**	**60**	484	500	534	570	**45**	**47**
Rocky Mountain	2,932	3,138	3,131	3,269	**305**	**281**	1,150	1,299	1,388	1,427	**118**	**129**
Southern	10,893	11,390	11,963	12,213	**862**	**919**	6,552	7,244	7,841	8,337	**652**	**687**
Southwest	6,982	7,542	7,759	8,030	**699**	**635**	3,673	4,004	4,299	4,715	**402**	**445**
Western	13,590	14,256	14,531	14,863	**1,265**	**1,126**	4,318	4,613	4,821	5,205	**416**	**488**
Total	**63,975**	**66,801**	**68,294**	**69,073**	**6,024**	**5,616**	29,348	32,162	34,209	36,933	**3,094**	**3,344**

In Thousands
**Preliminary*
***Includes Flight Service Stations and Combined Station/Towers but excludes International Flight Service Stations.*
Note: Totals may not add due to rounding.

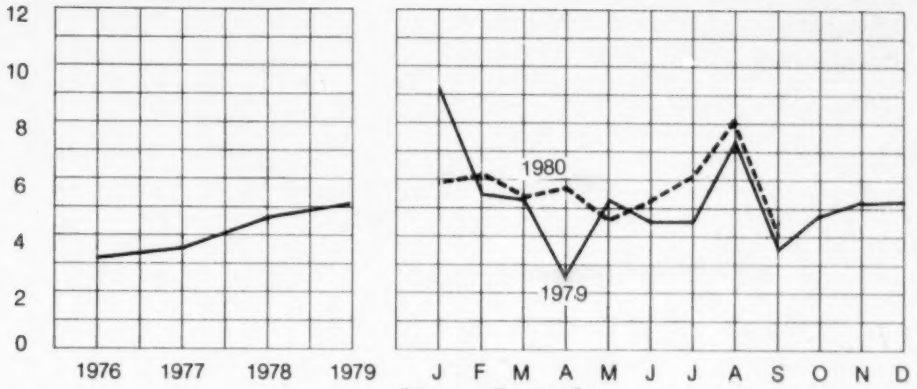
Source: Management Systems, AMS-200, Updated Monthly, September 1980

Monthly Management Report/December 1980

Air Traffic Delays of 30 Minutes or More– Systemwide

Source: Associate for Air Traffic and Airway Facilities, ATF-4, Updated Monthly, September 1980

Delays per 1,000 Operations



January-September
1979: 5.3
1980: 5.6 ↑6%

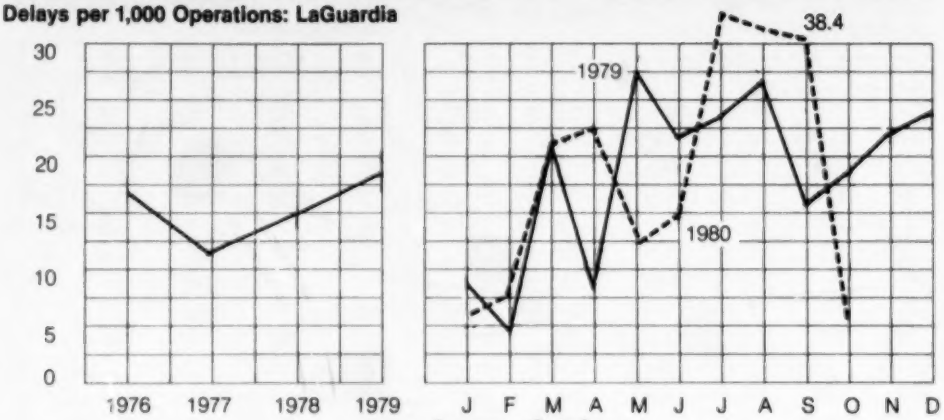
Monthly Management Report/December 1980

	1976	1977	1978	1979	September 1979	September 1980
Total Delays	36,196	39,063	52,239	61,598	**3,616**	**4,009**
Weather	76%	83%	79%	84%	**83%**	**61%**
Equipment Failures	4%	2%	7%	3%	**4%**	**8%**
Weather and Equipment Failures	11%	5%	3%	4%	**4%**	**9%**
Other Causes	9%	10%	11%	9%	**9%**	**22%**
Total Delays per 1,000 Operations	3.4	3.5	4.6	5.2	**3.6**	**4.1**

Air Traffic Delays of 30 Minutes or More– LaGuardia, Kennedy Airports

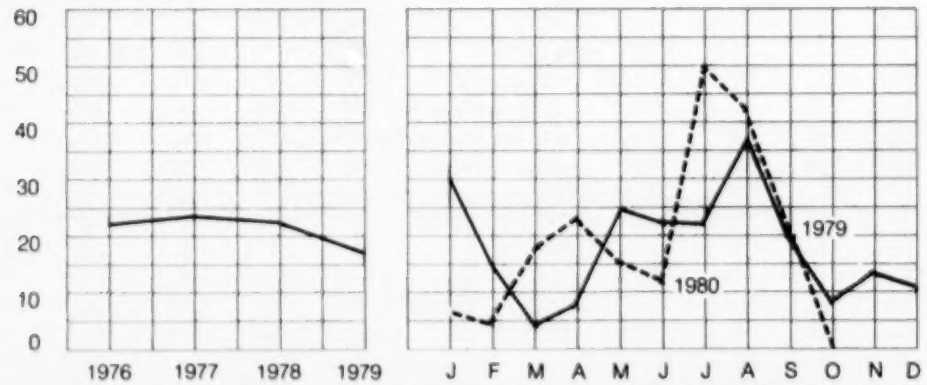
Source: Associate for Air Traffic and Airway Facilities, ATF-4, Updated Monthly, October 1980

Delays per 1,000 Operations: LaGuardia



January-October
1979: 17.7
1980: 23.8 ↑34%

Delays per 1,000 Operations: Kennedy



Monthly Management Report/December 1980

January-October 1979: 18.3 1980: 19.5 ↑7%

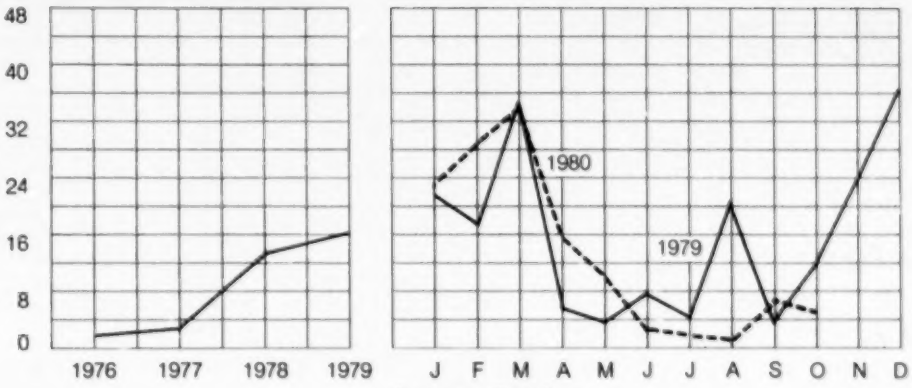
LaGuardia	1976	1977	1978	1979	October 1979	October 1980
Total Delays	5,803	4,049	5,460	6,293	**540**	**164**
Weather	74%	74%	72%	73%	**70%**	**9%**
Equip. Failures	3%	2%	14%	9%	**13%**	**—**
Weather and Equip. Failure	19%	29%	1%	7%	**—**	**26%**
Other Causes	4%	4%	13%	11%	**17%**	**65%**
Total Delays per 1,000 Operations	16.8	11.4	14.8	18.4	**18.6**	**6.0**

Kennedy	1976	1977	1978	1979	October 1979	October 1980
Total Delays	7,092	7,804	7,762	5,552	**214**	**39**
Weather	86%	91%	88%	84%	**75%**	**54%**
Equip. Failures	6%	1%	3%	2%	**3%**	**—**
Weather and Equip. Failure	5%	—	1%	9%	**—**	**18%**
Other Causes	3%	8%	8%	5%	**22%**	**28%**
Total Delays per 1,000 Operations	21.3	22.2	21.6	17.1	**7.9**	**1.5**

Air Traffic Delays of 30 Minutes or More– Denver, Atlanta Airports

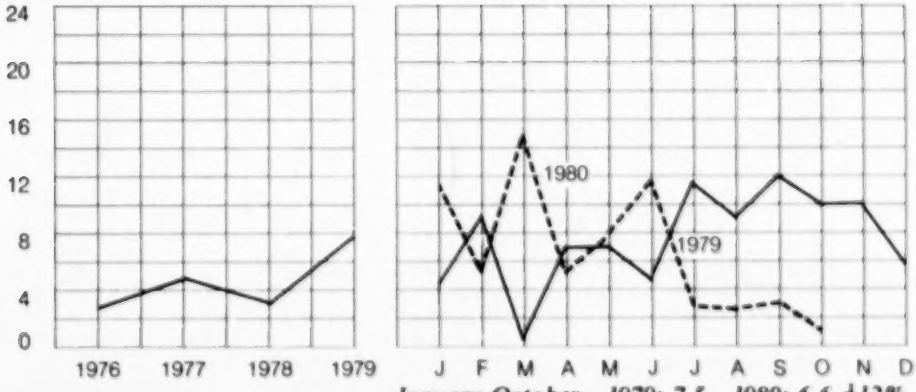
Source: Associate for Air Traffic and Airway Facilities, ATF-4, Updated Monthly, October 1980

Delays per 1,000 Operations: Denver



January-October
1979: 13.3
1980: 12.7 ↓5%

Delays per 1,000 Operations: Atlanta



January-October 1979: 7.5 1980: 6.6 ↓12%

NA—Not Available

Monthly Management Report/December 1980

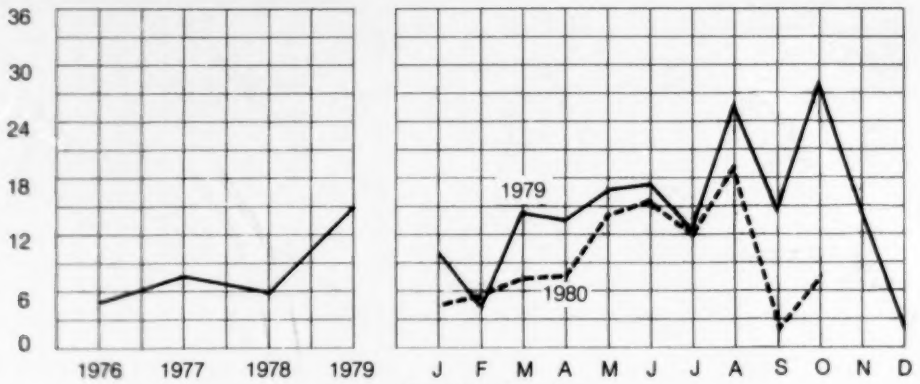
Denver	1976	1977	1978	1979	October 1979	October 1980
Total Delays	661	1,282	6,283	7,781	**465**	**205**
Weather	NA	NA	93%	99%	**100%**	**95%**
Equip. Failures	NA	NA	4%	—	**—**	**—**
Weather and Equip. Failure	NA	NA	—	—	**—**	**—**
Other Causes	NA	NA	3%	1%	**—**	**5%**
Total Delays per 1,000 Operations	1.5	2.7	13.4	18.0	**11.1**	**5.1**

Atlanta	1976	1977	1978	1979	October 1979	October 1980
Total Delays	1,339	2,443	1,770	4,545	**512**	**69**
Weather	67%	71%	65%	80%	**96%**	**71%**
Equip. Failures	11%	9%	7%	1%	**—**	**—**
Weather and Equip. Failure	9%	1%	3%	2%	**—**	**—**
Other Causes	13%	19%	25%	17%	**4%**	**29%**
Total Delays per 1,000 Operations	2.7	4.7	3.1	7.5	**10.0**	**1.3**

Air Traffic Delays of 30 Minutes or More– Boston, O'Hare Airports

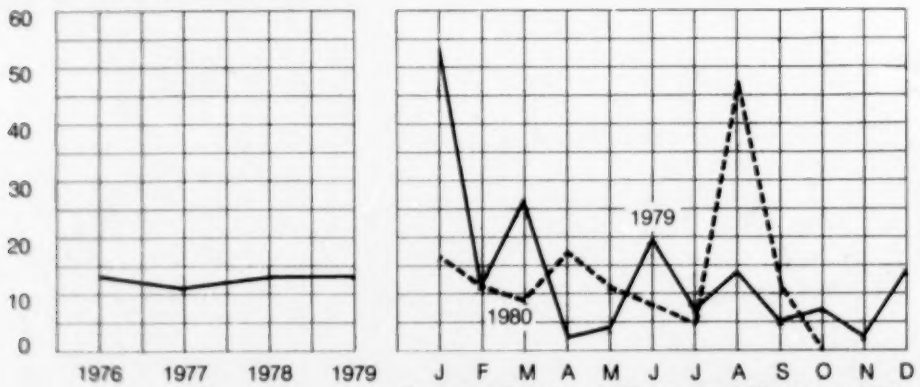
Source: Associate for Air Traffic and Airway Facilities, ATF-4, Updated Monthly, October 1980

Delays per 1,000 Operations: Boston



January-October
1979: 16.0
1980: 9.5 ↓41%

Delays per 1,000 Operations: O'Hare



January-October 1979: 13.8 1980: 13.1 ↓5%

NA—Not Available

Monthly Management Report/December 1980

Boston	1976	1977	1978	1979	October 1979	October 1980
Total Delays	1,464	2,679	2,019	5,352	**857**	**203**
Weather	NA	NA	78%	79%	**80%**	**73%**
Equip. Failures	NA	NA	3%	1%	—	—
Weather and Equip. Failure	NA	NA	2%	3%	**17%**	**27%**
Other Causes	NA	NA	17%	8%	**3%**	—
Total Delays per 1,000 Operations	4.7	7.8	5.8	14.8	**27.6**	**7.4**

O'Hare	1976	1977	1978	1979	October 1979	October 1980
Total Delays	9,318	7,770	9,571	9,410	**422**	**25**
Weather	79%	88%	85%	94%	**93%**	**40%**
Equip. Failures	1%	1%	—	—	—	—
Weather and Equip. Failure	12%	8%	12%	1%	—	—
Other Causes	8%	3%	3%	5%	**7%**	**60%**
Total Delays per 1,000 Operations	12.9	10.4	12.8	12.7	**6.4**	**0.4**

National Airspace System Facilities

Facilities	Acronym/ Abbrev.	1976	1977	1978	1979	1980 Mar.	1980 Jun.	1980 Sep.	1980 Dec.
Total Facilities		**16,902**	**17,337**	**17,964**	**18,384**	**18,602**	**18,753**	**19,077**	
A. Primary Facilities Total		**12,581**	**13,027**	**13,658**	**14,428**	**14,637**	**14,808**	**15,309**	
1. Air Navigation System									
Tactical Air Navigation Facility Colocated With a Very High Frequency Omnidirectional Range	TACR	706	698	697	695	695	695	695	
Very High Frequency Omnidirectional Range	VOR	919	926	930	932	934	934	844	
Approach Light System	ALS	212	152	133	128	127	126	125	
Instrument Landing System—Glide Slope Component	ILS-GS	544	566	580	607	610	615	731	
Instrument Landing System—Localizer Component	ILS—LOC	593	620	633	686	695	705	819	
Runway End Identification Lights	REIL	187	210	286	368	379	392	401	
Runway Visual Range	RVR	362	376	390	397	401	404	405	
Visual Approach Slope Indicator	VASI	340	502	662	775	801	825	953	
Other		2,483	2,382	2,479	2,647	2,472	2,503	2,563	
2. Air Traffic Control System									
A. Enroute Control Service Subtotal		**1,838**	**1,892**	**2,019**	**2,132**	**2,165**	**2,192**	**2,205**	
Air Route Surveillance Radar	ARSR	97	99	99	103	105	106	108	
Air Route Traffic Control Center	ARTCC	23	23	23	22	22	22	22	
Combined Air Route Traffic Control Center and Radar Approach Control	CERAP	2	2	2	3	3	3	3	
Remote Center Air/Ground Communication	RCAG	510	523	542	563	573	580	582	
Other		1,206	1,245	1,353	1,441	1,218	1,233	1,240	
B. Terminal Control Services Subtotal		**2,451**	**2,620**	**2,707**	**2,852**	**2,918**	**2,959**	**3,005**	
Airport Surveillance Radar	ASR	164	178	182	181	183	184	184	
Airport Traffic Control Tower	ATCT	413	425	428	428	429	430	431	
Combined Station-Tower	CST	18	8	6	5	4	4	4	
Direction Finder Equipment	DF	47	38	34	30	27	25	25	
Other		1,809	1,971	2,057	2,207	2,270	2,312	2,357	
C. Flight Service Facilities Subtotal		**1,946**	**2,083**	**2,142**	**2,209**	**2,216**	**2,230**	**2,242**	
Direction Finder Equipment	DF	168	170	171	173	174	176	176	
Flight Service Station	FSS	319	318	318	317	317	317	316	
International Flight Service Station	IFSS	7	7	6	6	6	6	6	
Remote Communications Outlet	RCO	26	785	844	878	890	902	909	
Other		1,426	803	803	835	818	818	824	
B. Secondary Facilities/Buildings Total		**4,321**	**4,310**	**4,306**	**3,956**	**3,965**	**3,945**	**3,768**	

Source: Airway Facilities, AAF-100, Updated Quarterly, September 1980

Monthly Management Report/December 1980

Inventory of Active FAA Aircraft

Source: Flight Operations, AFO-700, Updated Quarterly, September 1980

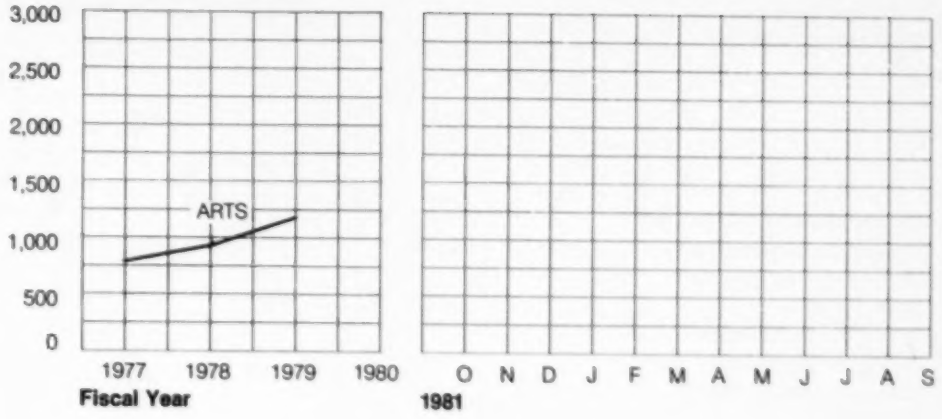
Type Aircraft	1976	1977	1978	1979	1980 Mar.	1980 Jun.	1980 Sep.	1980 Dec.
FAA Owned								
B-720 Boeing	1	1	1	0	0	0	0	
CV-880 Convair	1	1	1	1	1	1	0	
L-1329 Lockheed	1	1	1	1	1	1	1	
B-727 Boeing	3	4	4	4	4	4	4	
DC-9 McDonnell-Douglas	1	1	1	1	1	1	1	
Sabre 40 Rockwell	4	4	4	4	4	4	4	
Sabre 80 Rockwell	15	15	15	15	15	15	15	
AC-1121 Rockwell	5	5	5	5	5	5	5	
L-188 Lockheed	1	1	0	0	0	0	0	
CV-580 Convair	5	5	5	5	5	5	5	
G-159 Grumman	3	3	3	3	3	3	3	
BE-200 Beechcraft	1	1	1	1	1	1	1	
DC-6 Douglas	1	0	0	0	0	0	0	
C-123 Fairchild	1	1	1	1	1	1	1	
T-29 Convair	3	0	0	0	0	0	0	
CE-500 Cessna	0	0	1	1	1	1	1	
DC-3 Douglas-Type II	13	8	4	4	4	4	4	
DC-3 Douglas	1	0	0	0	0	0	0	
AC-680 Rockwell	1	1	1	1	1	1	1	
BE-80 Beechcraft	4	4	4	4	4	4	0	
BE-55 Beechcraft	4	4	4	4	4	4	1	
C-90 Beechcraft	0	0	0	0	2	5	5	
Sub-Total FAA Owned	**69**	**60**	**56**	**55**	**57**	**60**	**52**	
Lease Purchase								
CE-421 Cessna	2	2	2	2	2	2	2	
CE-500 Cessna	1	1	0	0	0	0	0	
Sub-Total Lease Purchase	**3**	**3**	**2**	**2**	**2**	**2**	**2**	
Exclusive Use Lease								
Sabre 40 Rockwell	1	1	1	1	1	1	1	
AC-1121 Rockwell	1	1	1	0	0	0	0	
Model 25 Gates Lear Jet	1	1	1	0	0	0	0	
BE-99 Beechcraft	1	0	0	0	0	0	0	
BE-90 Beechcraft	1	0	0	0	0	0	0	
DHC-6 Dehavilland	1	1	1	0	0	0	0	
AC-690A Rockwell	0	1	1	0	0	0	0	
CE-550 Cessna	0	0	1	1	1	1	1	
Bell 206L	0	0	1	1	1	1	1	
Sub-Total Excl. Use Lease	**6**	**5**	**7**	**3**	**3**	**3**	**3**	
Loan								
A-90 Beechcraft	1	1	1	1	1	1	1	
CH-53A Sikorsky	0	0	1	1	1	1	1	
T-39 Rockwell	0	0	0	1	1	1	1	
Sub-Total Loan	**1**	**1**	**2**	**3**	**3**	**3**	**3**	
Total Aircraft	**79**	**69**	**67**	**63**	**65**	**68**	**60**	

Unscheduled Outages and Restorations Terminal Systems –Air Traffic Control Services

Source: Airway Facilities, AAF-100 Updated Monthly, September 1980

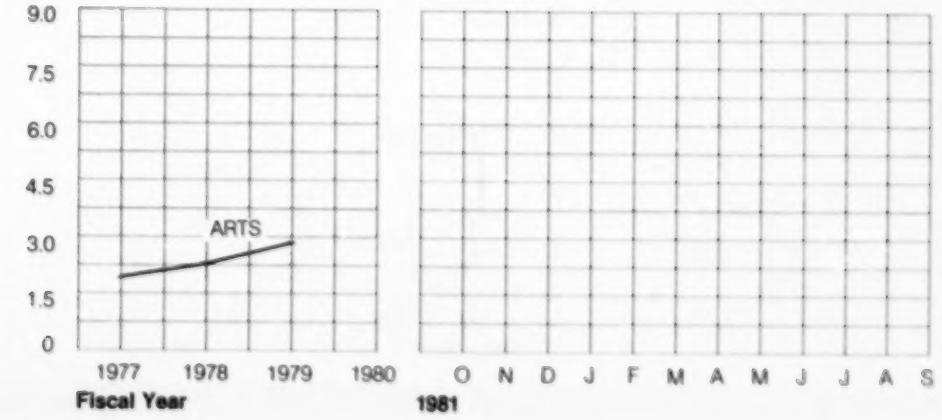
Unscheduled Outage: An unplanned interruption that lasts for one minute or more
Mean Time Between Outages: Represents the average time between outages

Mean Time Between Outages (Hrs.)



Mean Time to Restore: Represents the average duration per outage

Mean Time to Restore (Hrs.)



	Fiscal Year				September	
	1976	1977	1978	1979	**1979**	**1980**
Automated Radar Terminal Service (ARTS)						
Mean Time Between Outages	526	780	918	1,185	**1,364**	**1,869**
Mean Time to Restore	2.43	1.96	2.27	2.89	**2.27**	**7.94**

Monthly Management Report/December 1980

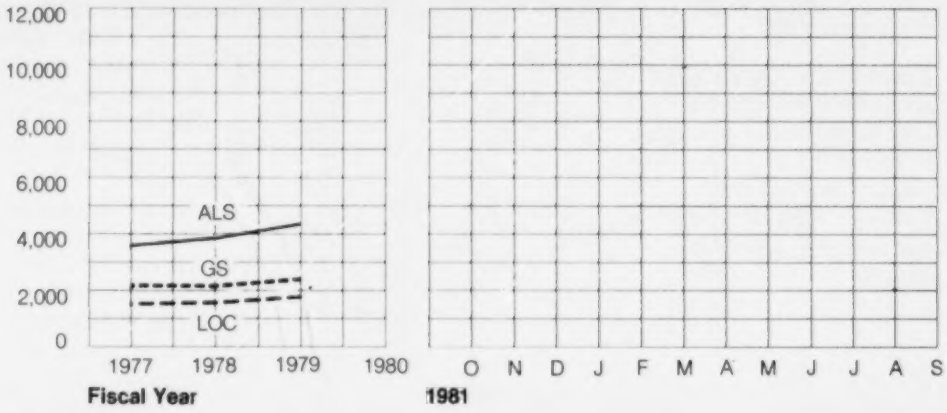
Unscheduled Outages and Restorations Terminal Systems –Landing Aids

Source: Airway Facilities, AAF-100, Updated Monthly, September 1980

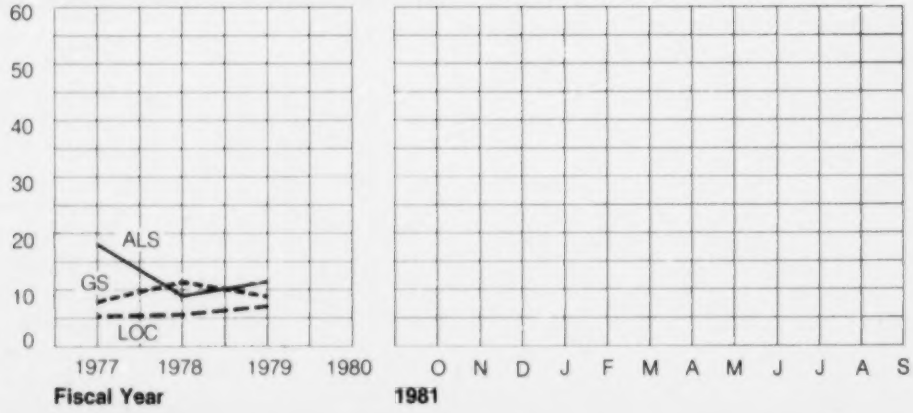
Unscheduled Outage: An unplanned interruption that lasts one minute or more
Mean Time Between Outages: Represents the average time between outages

Mean Time to Restore: Represents the average duration per outage

Mean Time Between Outages (Hrs.)



Mean Time to Restore (Hrs.)



	Fiscal Year				September	
	1976	1977	1978	1979	**1979**	**1980**
Airport Light System (ALS)						
Mean Time Between Outages	3,427	3,565	3,852	4,342	**5,832**	**5,691**
Mean Time to Restore	19.38	18.46	9.00	11.01	**15.31**	**5.26**
Glide Slope (GS)						
Mean Time Between Outages	1,658	2,093	2,009	2,382	**2,582**	**2,671**
Mean Time to Restore	7.03	7.56	10.40	9.4	**9.2**	**9.88**
Localizer (LOC)						
Mean Time Between Outages	1,102	1,426	1,524	1,760	**2,168**	**2,542**
Mean Time to Restore	5.19	5.45	6.90	8.40	**15.71**	**11.12**

Monthly Management Report/December 1980

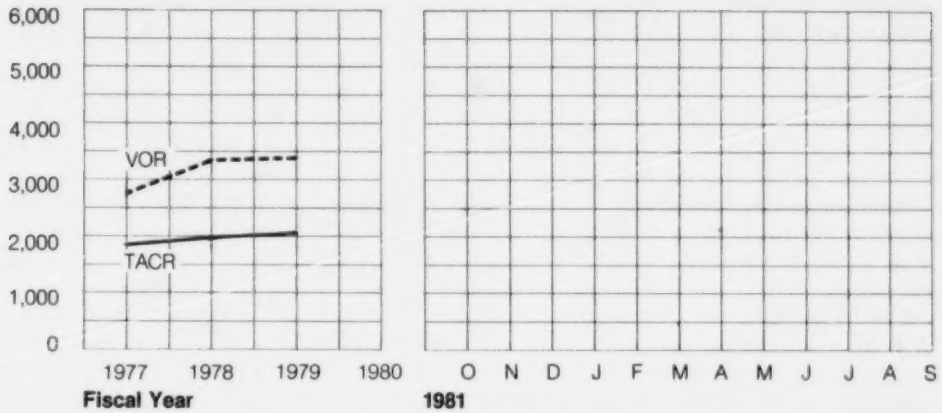
Unscheduled Outages and Restorations Enroute Systems –Navigational Aids

Source: Airway Facilities, AAF-100, Updated Monthly, September 1980

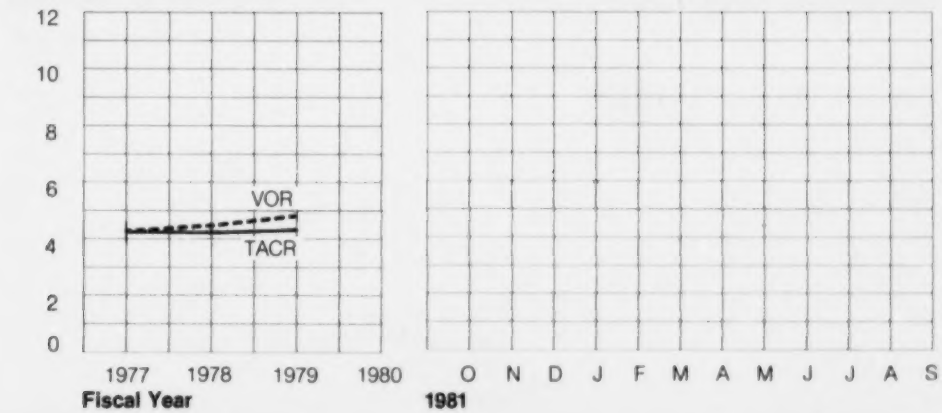
Unscheduled Outage: An unplanned interruption that lasts one minute or more
Mean Time Between Outages: Represents the average time between outages

Mean Time to Restore: Represents the average duration per outage

Mean Time Between Outages (Hrs.)



Mean Time to Restore (Hrs.)



	Fiscal Year				September	
	1976	1977	1978	1979	1979	1980
Very High Frequency Omnidirectional Range (VOR)						
Mean Time Between Outages	2,615	2,768	3,365	3,403	**3,663**	**3,943**
Mean Time to Restore	4.90	3.87	4.37	4.94	**7.33**	**3.14**
Tactical Air Navigational Facility Colocated with a VOR (TACR)						
Mean Time Between Outages	1,569	1,823	1,978	2,077	**2,219**	**2,361**
Mean Time to Restore	4.17	3.86	4.33	4.41	**4.91**	**3.66**

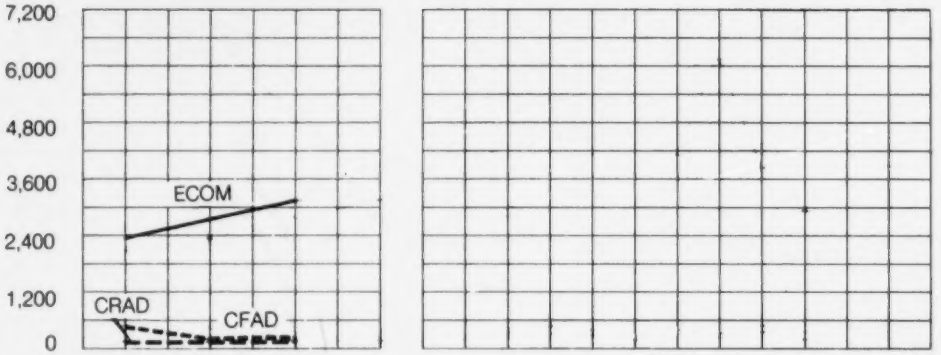
Unscheduled Outages and Restorations Enroute Systems –Air Traffic Control Services

Source: Airway Facilities, AAF-100, Updated Monthly, September 1980

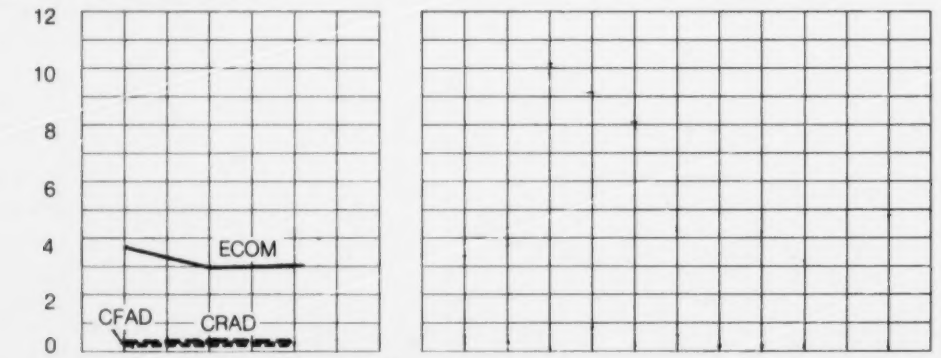
Unscheduled Outage: An unplanned interruption that lasts one minute or more
Mean Time Between Outages: Represents the average time between outages

Mean Time to Restore: Represents the average duration per outage

Mean Time Between Outages (Hrs.)



Mean Time to Restore (Hrs.)



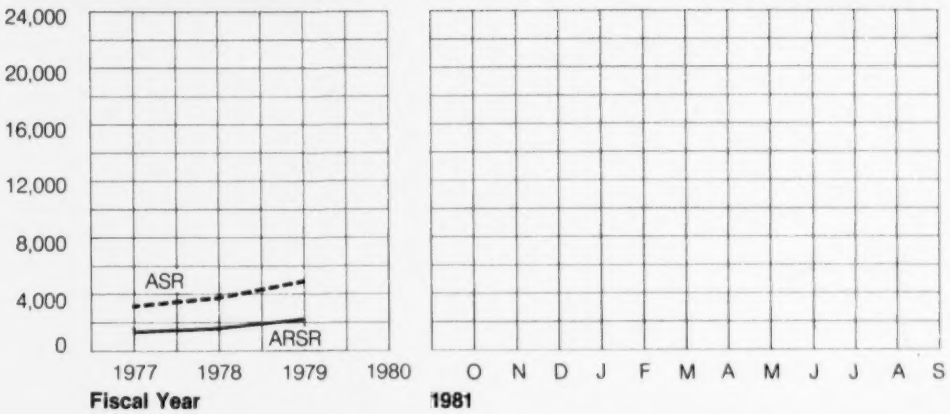
	Fiscal Year				September	
	1976	1977	1978	1979	**1979**	**1980**
Composite Flight Data Processing (CFAD)						
Mean Time Between Outages	NA	489	197	252	**277**	**308**
Mean Time to Restore	.28	.21	.23	.23	**0.20**	**0.29**
Composite Radar Data Processing (CRAD)						
Mean Time Between Outages	133	141	131	175	**208**	**202**
Mean Time to Restore	.62	.25	.35	.34	**0.20**	**0.98**
Enroute Communications (ECOM)						
Mean Time Between Outages	2,091	2,333	2,707	3,169	**3,663**	**3,115**
Mean Time to Restore	3.01	3.69	2.99	3.04	**4.42**	**3.69**

Monthly Management Report/December 1980

Unscheduled Outages and Restorations–Radar

Source: Airway Facilities, AAF-100, Updated Monthly, September 1980

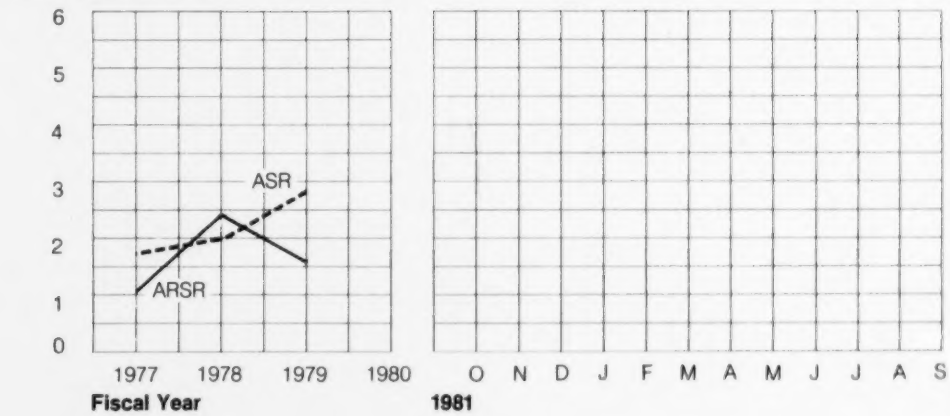
Mean Time Between Outages (Hrs.)



Unscheduled Outage: An unplanned interruption that lasts one minute or more
Mean Time Between Outages: Represents the average time between outages

Mean Time to Restore: Represents the average duration per outage

Mean Time to Restore (Hrs.)



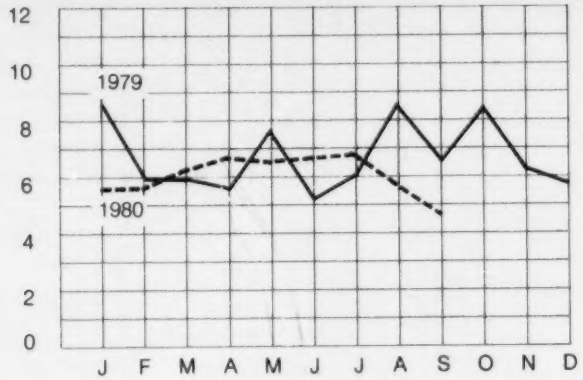
	1976	1977	1978	1979	September 1979	September 1980
Air Route Surveillance Radar (ARSR)						
Mean Time Between Outages	1,126	1,507	1,787	2,122	**2,073**	**2,809**
Mean Time to Restore	0.43	1.10	2.45	1.57	**1.37**	**0.51**
Airport Surveillance Radar (ASR)						
Mean Time Between Outages	3,514	3,285	3,802	4,919	**4,626**	**6,254**
Mean Time to Restore	2.86	1.65	1.97	2.78	**2.79**	**1.36**

Monthly Management Report/December 1980

Enroute Systems
Computer Interruptions

Source: Airway Facilities, AAF-100, Updated Monthly, September 1980

Unscheduled Startovers per Air Route Traffic Control Center per Week

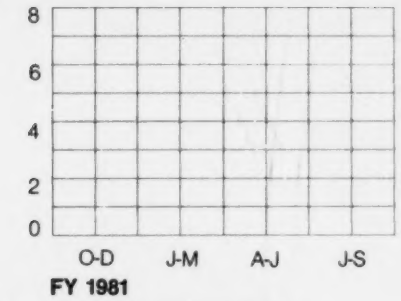


Unscheduled Startover: An automation interruption where service is restored in less than one minute

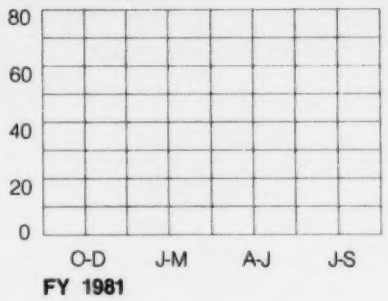
Monthly Management Report/December 1980

Facilities and Equipment 1980 Commissioning Plan –ARSR, DME, ILS, ALS/ MALSR, REIL, VASI, ARTS II, ASR and DF

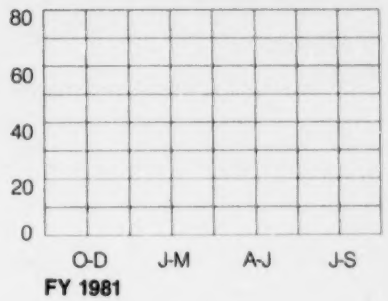
Air Route Surveillance Radar (ARSR)



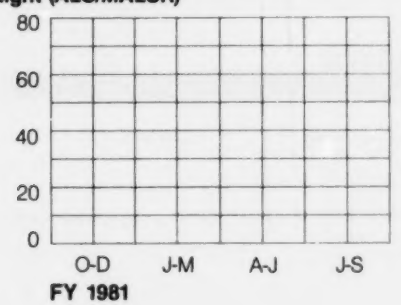
Distance Measuring Equipment (DME)



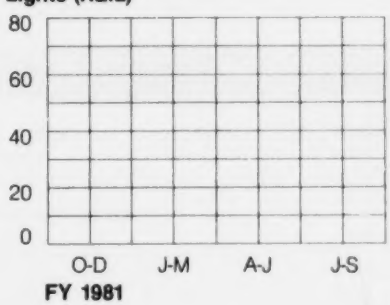
Instrument Landing System (ILS)



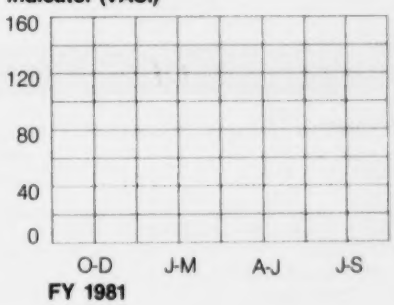
Approach Light System/Medium Intensity Approach Light System Runway Alignment Indicator Light (ALS/MALSR)



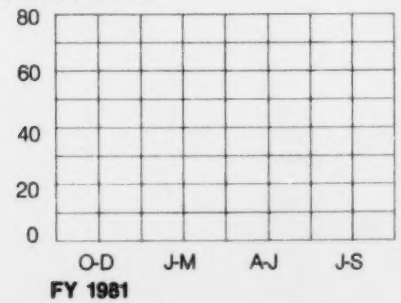
Runway End Identification Lights (REIL)



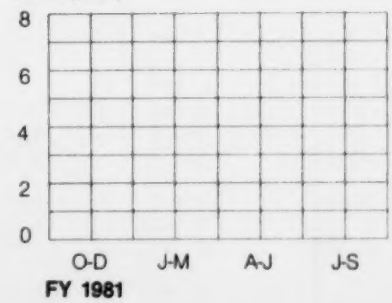
Visual Approach Slope Indicator (VASI)



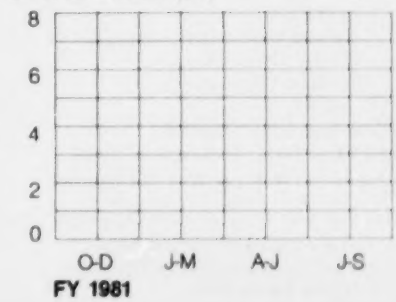
Automated Radar Terminal System (ARTS-II)



Airport Surveillance Radar (ASR)



Direction Finder (DF)



Program Goal

Accomplished

Source: Airway Facilities, AAF-100, Updated Quarterly, June 1980

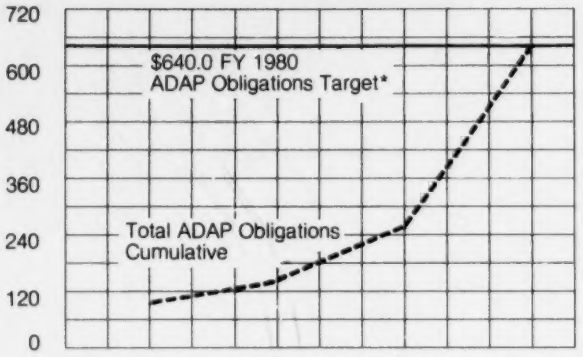
Monthly Management Report/December 1980

FY 1981 figures will be available as of December 31, 1980.

Airport Grants Program Status

Source: Associate for Airports, ARP-10, Updated Quarterly, September 1980

In Millions of dollars



Monthly Management Report/December 1980

Program	1977		1978		1979		1980		12/31/80*	
	No. of Grants	Federal Funds	No. of Grants	Federal Funds	No. of Grants	Federal Funds	No. of Grants	Federal Funds	No. of Grants	Federal Funds
Airport Development Aid Program (ADAP) Obligations										
Air Carriers and Commuter Funds										
Entitlements		$287.2		$332.3		$317.4		$393.6		
Air Carrier Discretionary		131.7		117.7		174.2		131.5		
Commuter Discretionary		15.4		15.0		15.0		15.0		
Total	511	$434.3	504	$465.0	496	$506.6	518	$540.1		
General Aviation and Reliever Funds										
Entitlements		43.8		44.3		47.5		50.7		
General Aviation Discretionary		13.2		14.9		36.0		27.8		
Reliever Discretionary		15.0		15.0		34.1		20.0		
Territorial Discretionary		0		0.6		0		0.4		
Total	246	$ 72.0	257	$ 74.8	362	$117.6	294	$ 98.9		
Grand Total ADAP Obligations	757	$506.3	761	$539.8	858	$624.2	812	$639.0		
Total ADAP Funds Authorized in AADA[a]		$510.0		$540.0		$575.0		$667.0		
Total ADAP Funds Available for Obligation (Section 302 of Appropriations Act)		$545.0[b]		$540.0		$629.1		$640.0		
Planning Grant Program (PGP) Obligations	205	$ 11.8	242	$ 14.0	241	$ 15.0	165	$10.0		
Total PGP Funds Authorized in AADA[a]		$ 15.0		$ 15.0		$ 15.0		$30.0		
Total PGP Funds Available for Obligation in Appropriations Acts		0		$ 14.0		$ 15.0		$10.0		

[a]Airport and Airway Development Act of 1970, as amended.

[b]Includes $35 million provided under Economic Stimulus Appropriations Act (P.L. 95-29).

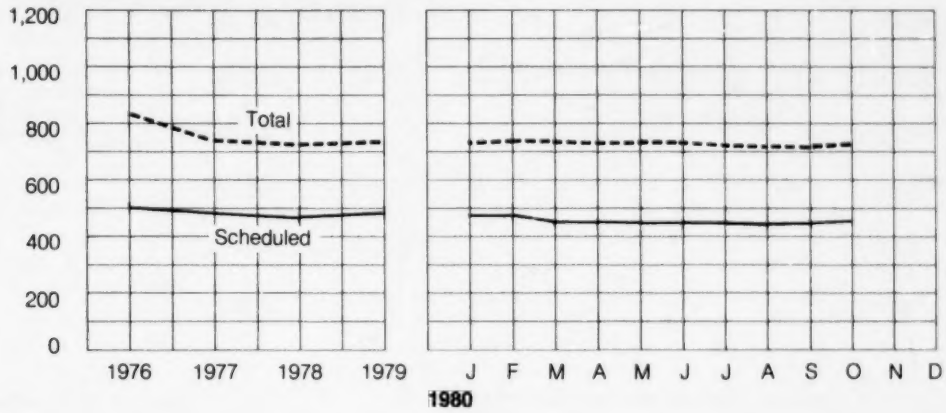
[c]The Aviation Safety and Noise Abatement Act of 1979 (P.L. 96-193), enacted 2/18/80, increases authorized levels for the ADAP and PGP.

**The Airport and Airway Development Act of 1970 has expired. Until a new act is passed, no grants will be awarded.*

Airport Certification Status

Source: Associate for Airports, ARP-10, Updated Monthly, October 1980

Number of Certificated Air Carrier Airports

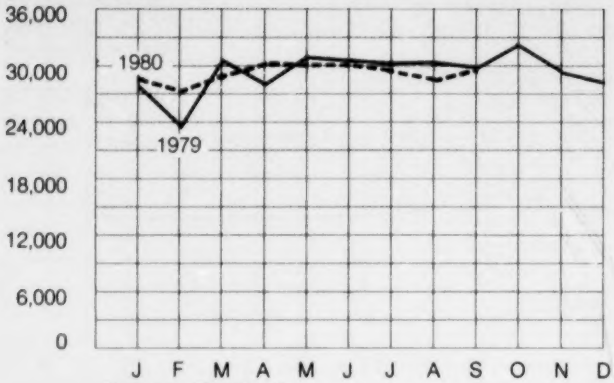


Certificated Air Carrier Airports	1976	1977	1978	1979	October 1979	October 1980
Scheduled Air Carrier Service	518	486	473	477	**474**	**459**
Unscheduled Air Carrier Service	329	261	257	259	**252**	**269**
Total	**847**	**747**	**730**	**736**	**726**	**728**

Monthly Management Report/December 1980

Washington National Airport Traffic Summary

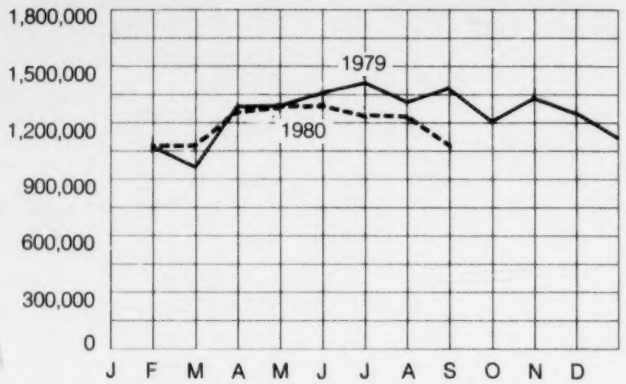
Total Operations



January-September
1979: 262,352 1980: 264,165 ↑1%

Operations	1976	1977	1978	1979	Sept. 1980
Air Carrier	206,712	212,406	208,748	207,112	**16,618**
Air Taxi	43,238	46,658	48,713	48,594	**4,421**
General Aviation	75,554	85,859	94,132	96,802	**8,895**
Military	579	529	451	396	**52**
Total	**326,083**	**345,452**	**352,044**	**352,904**	**29,986**

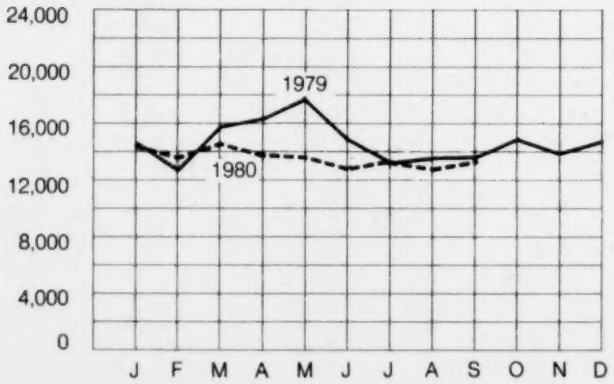
Total Passengers



January-September
1979: 11,443,230 1980: 10,954,194 ↓4%

Passengers (000)	1976	1977	1978	1979	Sept. 1980
Air Carrier	11,735	12,612	13,461	14,278	**1,070**
Air Taxi	419	444	507	632	**61**
General Aviation	183	202	208	224	**22**
Military	—	—	—	—	**—**
Total	**12,337**	**13,258**	**14,176**	**15,134**	**1,154**

Total Cargo (000 lbs.)



January-September
1979: 131,011 1980: 121,237 ↓7%

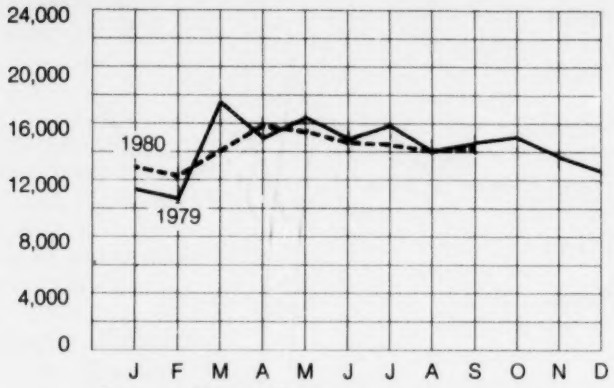
Cargo (000 lbs.)	1976	1977	1978	1979	Sept. 1980
Mail	83,652	86,733	95,637	97,939	**8,384**
Freight	83,332	83,178	85,087	75,848	**4,737**
Total	**166,984**	**169,911**	**180,724**	**173,787**	**13,121**

Source: Associate for Airports, ARP-10, Updated Monthly, September 1980

Monthly Management Report/December 1980

Dulles International Airport Traffic Summary

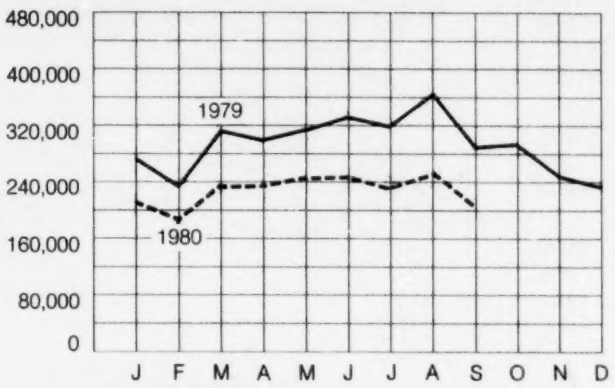
Total Operations



January-September
1979: 131,130 1980: 128,329 ↓2%

Operations	1976	1977	1978	1979	Sept. 1980
Air Carrier	57,364	55,876	54,747	53,181	**2,469**
Air Taxi	11,739	6,945	4,869	9,210	**584**
General Aviation	96,601	109,863	106,796	101,175	**9,995**
Military	20,016	13,687	8,709	9,408	**1,112**
Total	**187,720**	**186,391**	**177,121**	**172,974**	**14,160**

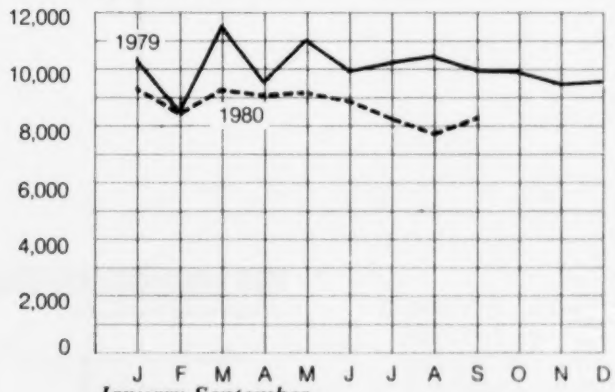
Total Passengers



January-September
1979: 2,746,618 1980: 2,062,068 ↓25%

Passengers (000)	1976	1977	1978	1979	Sept. 1980
Air Carrier	2,676	2,693	3,011	3,112	**190**
Air Taxi	15	14	11	27	**2**
General Aviation	109	118	122	124	**10**
Military	41	43	46	62	**6**
Total	**2,841**	**2,868**	**3,190**	**3,525**	**208**

Total Cargo (000 lbs.)



January-September
1979: 91,904 1980: 78,608 ↓14%

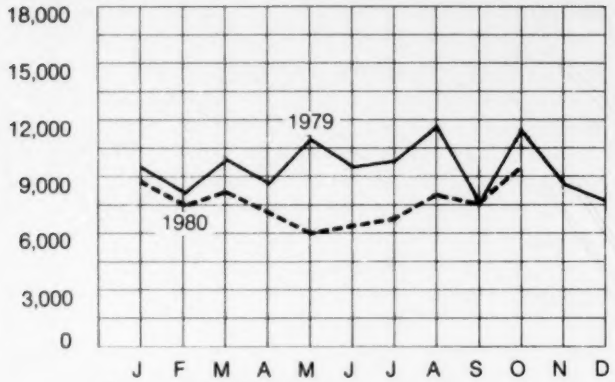
Cargo (000 lbs.)	1976	1977	1978	1979	Sept. 1980
Mail	30,233	38,241	45,920	48,134	**3,605**
Freight	67,822	70,705	75,278	72,811	**4,634**
Total	**98,055**	**108,946**	**121,198**	**120,945**	**8,239**

Source: Associate for Airports, ARP-10, Updated Monthly, September 1980

Monthly Management Report/December 1980

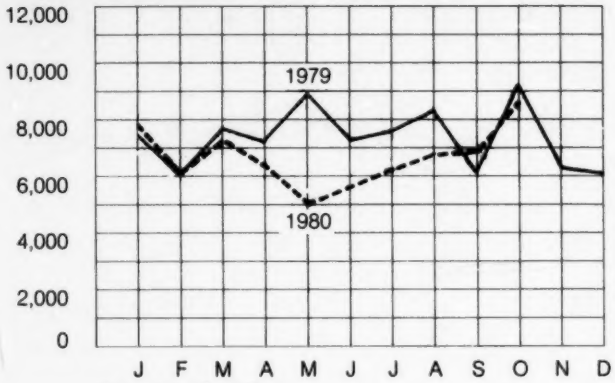
Aircraft Registration Activity

Bills of Sale



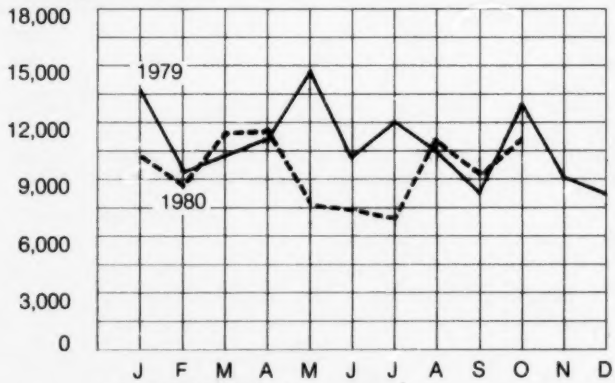
January-October
1979: 98,346 1980: 80,545 ↓18%

Applications for Registration



January-October
1979: 75,967 1980: 67,015 ↓12%

Security Conveyances



January-October
1979: 113,431 1980: 95,987 ↓15%

Source: Aeronautical Center, AAC-200, Updated Monthly, October 1980

Monthly Management Report/December 1980

Documents Received	1976	1977	1978	1979	October 1979	October 1980
Bills of Sale	110,208	115,490	125,260	115,702	**11,626**	**9,635**
Applications for Registration	87,535	89,194	97,492	91,450	**9,272**	**8,613**
Security Conveyances	115,716	125,555	140,894	130,856	**13,076**	**11,113**

Aircraft Loan Guarantee Status

Source: Aviation Policy, AVP-200, Updated Quarterly, September 1980

Aircraft Loan Guarantee Contingent Liability Limit FY 1980 = $650 Million
Not in Existence in 1977 and 1978

Monthly Management Report/December 1980

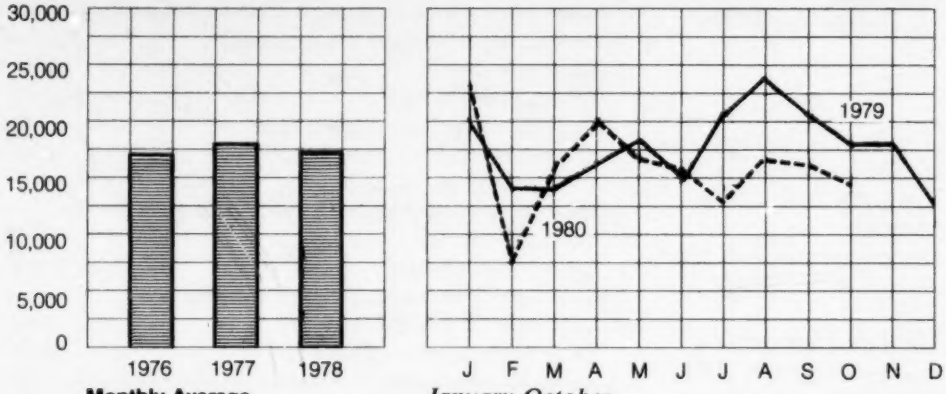
	As of 12/31/79	As of 3/31/80	As of 9/30/80
Number of Guaranteed Loans Outstanding			
Commuter Carriers	5	8	18
Other Eligible Carriers	23	25	26
Value of Guaranteed Loans Outstanding			
Commuter Carriers ($ Millions)	$ 12	$ 25	$ 42
Other Eligible Carriers ($ Millions)	$191	$189	$247
Number of Loan Guarantee Applications on Hand			
Commuter Carriers	11	12	10
Other Eligible Carriers	6	6	3
Value of Loan Guarantee Applications on Hand			
Commuter Carriers ($ Millions)	$ 29	$ 38	$ 21
Other Eligible Carriers ($ Millions)	$338	$374	$174

Airmen Certificates Issued

Source: Management Systems, AMS-200, Updated Monthly, October 1980

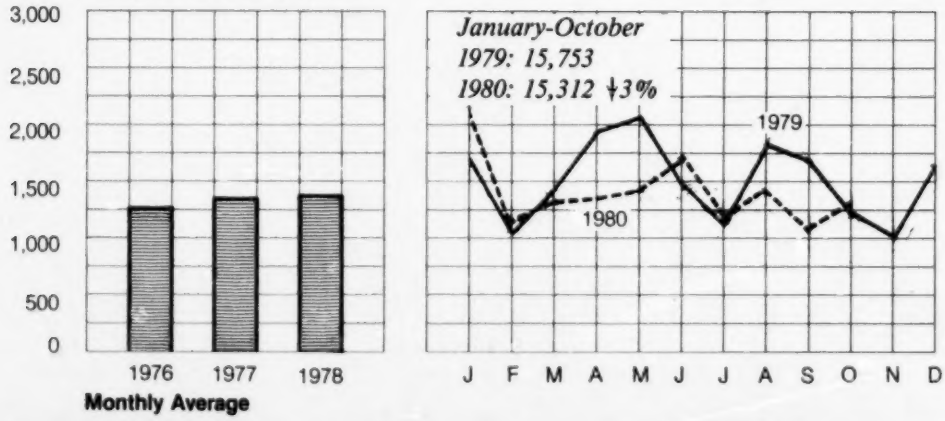
**Not included in total.*

Total Certificates Issued: Pilots



January-October
1979: 185,158
1980: 150,430 ↓19%

Total Certificates Issued: Non-Pilots



Monthly Management Report/December 1980

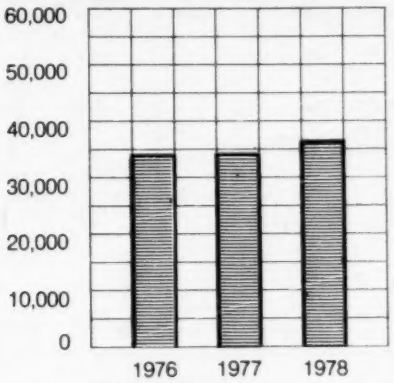
Pilots	1976	1977	1978	1979	October 1979	October 1980
Student	129,280	138,816	129,488	135,956	**12,051**	**9,186**
Private	55,583	54,657	58,064	54,466	**5,912**	**3,674**
Commercial	13,577	11,121	11,789	12,627	**1,380**	**812**
Airline Transport	3,869	5,697	6,912	8,981	**840**	**434**
Other Pilots	2,180	2,040	2,310	2,537	**295**	**236**
Total	**204,489**	**212,331**	**208,563**	**214,567**	**20,478**	**14,342**
Flight Instructor*	6,137	6,352	5,930	6,716	**821**	**476**
Instrument Ratings*	18,155	18,764	16,265	16,651	**1,835**	**1,068**

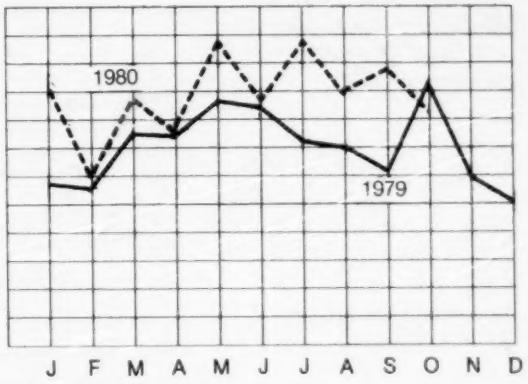
Non-Pilots	1976	1977	1978	1979	October 1979	October 1980
Mechanic	8,301	9,121	8,791	9,697	**928**	**948**
Parachute Rigger	454	304	235	201	**13**	**14**
Ground Instructor	2,390	2,404	2,193	2,081	**207**	**124**
Dispatcher	106	161	193	292	**27**	**22**
Control Tower Operator	2,382	1,645	1,391	1,109	**120**	**74**
Flight Navigator	2	16	8	2	**1**	**0**
Flight Engineer	1,234	2,415	3,607	4,513	**384**	**133**
Total	**15,069**	**16,066**	**16,418**	**17,895**	**1,698**	**1,315**

Airmen Medical Certification Activity

Source: Aviation Medicine, AAM-600, Updated Monthly, October 1980

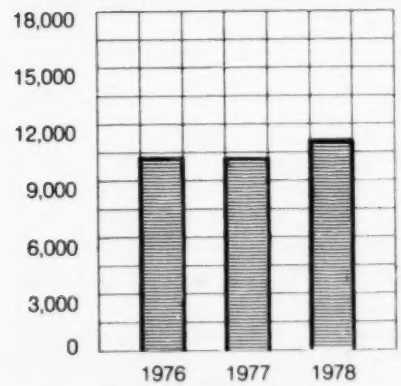
Airman Medical Certificate Applications

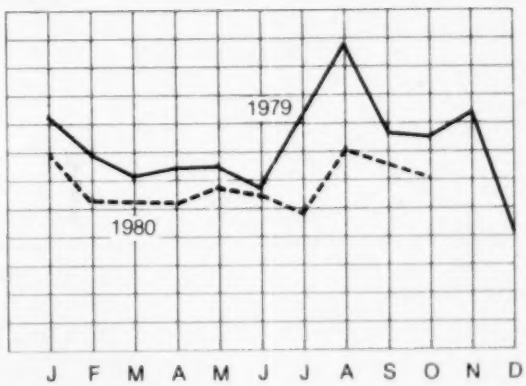




January-October
1979: 365,000
1980: 435,628 ↑19%

Combined Student Pilot Certificate Applications





January-October
1979: 111,664
1980: 87,684 ↓21%

Medical Certificate Applications	1976	1977	1978	1979	October 1979	October 1980
Airman Medical Certificates Received	417,693	416,627	440,945	419,645	**46,673**	**41,711**
Combined Student Pilot Certificates Received	124,466	133,616	124,589	130,543	**11,301**	**9,186**
Total	**542,159**	**550,243**	**565,534**	**550,188**	**57,974**	**50,897**

Monthly Management Report/December 1980

Aviation Designees

	1976	1977	1978	1979	1980 Mar	Jun	Sep	Dec
Designated Engineering Reps.	752	813	819	861	880	870	840	
Designated Mechanic Examiners	575	601	592	590	598	607	615	
Designated Parachute Rigger Examiners	81	86	78	77	78	78	78	
Designated Pilot Examiners	Not Avail.	Not Avail.	1,740 (EST)	1,800 (EST)	1,842	1,816	1,816	
Designated Manufacturing Insp. Reps.	570	598	630	615	624	615	727	
Designated Alteration Stations	5 (EST)	5	7	9	7	7	7	
Delegated Option Authorization	9 (EST)	9	10	8	9	9	9	
Aviation Medical Examiners	7,638	7,821	8,039	8,205	8,270	8,331	8,345	

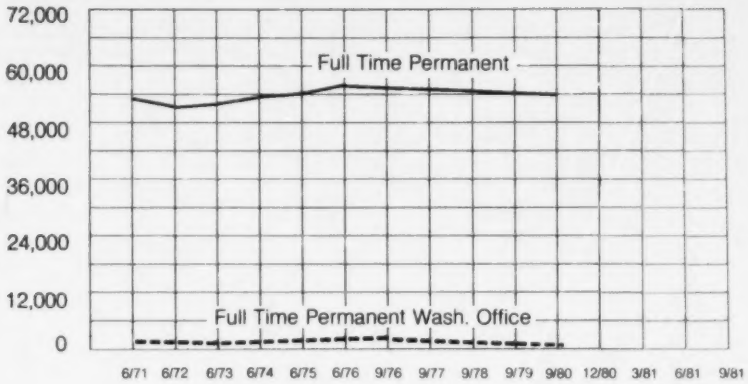
Source: Associate for Aviation Standards, AVS-10, and Aviation Medicine, AAM-600, Updated Quarterly, September 1980

Monthly Management Report/December 1980

FAA Employment History

Source: Personnel and Training, APT-20, Updated Quarterly, September 1980

Employment



Monthly Management Report/December 1980

	6/70	6/71	6/72	6/73	6/74	6/75	6/76	9/76	9/77	9/78	9/79	9/80	12/80
FAA Total Paid	**51,438**	**54,515**	**53,295**	**53,646**	**56,386**	**57,678**	**59,064**	**58,438**	**58,081**	**57,494**	**56,435**	**55,361**	
Full Time Permanent	50,392	53,573	52,272	52,627	53,961	54,905	56,122	55,991	55,760	55,227	54,444	53,538	
Wash. Office— Full Time Permanent	2,743	2,752	2,634	2,585	2,739	2,819	2,910	2,880	2,683	2,303	2,124	2,060	
Wash. Field— Full Time Permanent	946	911	871	852	1,010	960	948	944	940	909	888	918	

FAA total paid includes all FAA employees in a paid status (all work tours, all programs, all appropriations).
Full time includes paid employees whose work tour is full time (40 hour work week).
Full time permanent includes paid full time employees who occupy permanent positions.
Washington Headquarters includes all employees paid and serviced by Washington Headquarters, both those stationed inside and outside Washington, D.C.
Washington Office includes all paid Washington Headquarters employees whose duty station is Washington, D.C. (i.e., FOB 10A, and NASSIF).
Washington Field includes all paid Washington Headquarters employees whose duty station is outside Washington, D.C.; for example, National and Dulles Airports, in other states, or foreign countries.

FAA Employment by Region

Source: Personnel and Training, APT-230, Updated Monthly, October 1980

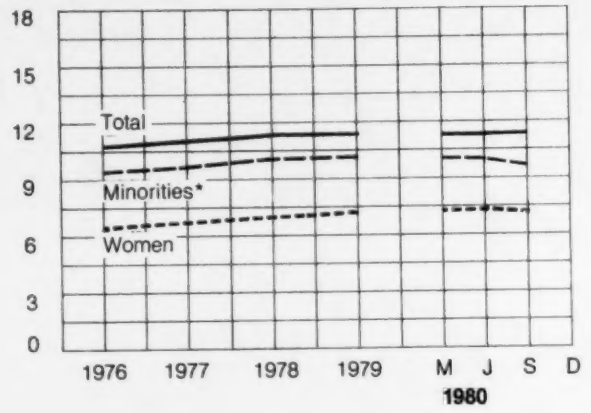
Region/Center, Headquarters	12/31/76 FTP Employment	12/31/77 FTP Employment	12/31/78 FTP Employment	12/31/79 FTP Employment	10/31/80 **FTP Employment**
Aeronautical Center	3,731	3,634	3,654	3,402	**3,491**
Alaska	1,650	1,662	1,562	1,565	**1,512**
Central	2,801	2,858	2,904	2,877	**2,803**
Eastern	6,205	6,358	6,341	6,366	**6,193**
European	134	82	79	8	**0**
Great Lakes	7,433	7,491	7,451	7,679	**7,544**
New England	1,953	1,948	1,938	1,940	**1,924**
Northwest	1,836	1,865	1,921	1,944	**1,894**
Pacific	997	992	990	957	**913**
Rocky Mountain	2,867	2,899	2,937	2,905	**2,823**
Southern	8,717	8,882	8,849	8,726	**8,512**
Southwest	6,224	6,129	6,103	6,127	**6,012**
Technical Center	1,614	1,594	1,509	1,446	**1,447**
Western	5,566	5,497	5,509	5,556	**5,474**
Washington Office	2,842	2,612	2,272	2,144	**2,069**
Washington Field	953	926	921	922	**927**
Total	**55,523**	**55,429**	**54,940**	**54,564**	**53,538**

Monthly Management Report/December 1980

Grade Distribution of Minorities and Women

Source: Civil Rights, ACR-3, Updated Quarterly, September 1980

Average Grade



Grade Distribution	Total	Percent Minority*	Percent Women
Senior Executive Service	110	7.2	0.0
GS 16-18	0	0.0	0.0
GS 14-15	11,569	6.1	1.2
GS 12-13	18,813	8.7	3.5
GS 10-11	10,570	11.7	9.1
GS 8-9	3,581	15.0	26.0
GS 6-7	3,437	19.5	56.4
GS 4-5	3,337	23.7	78.9
GS 1-3	354	38.4	74.8

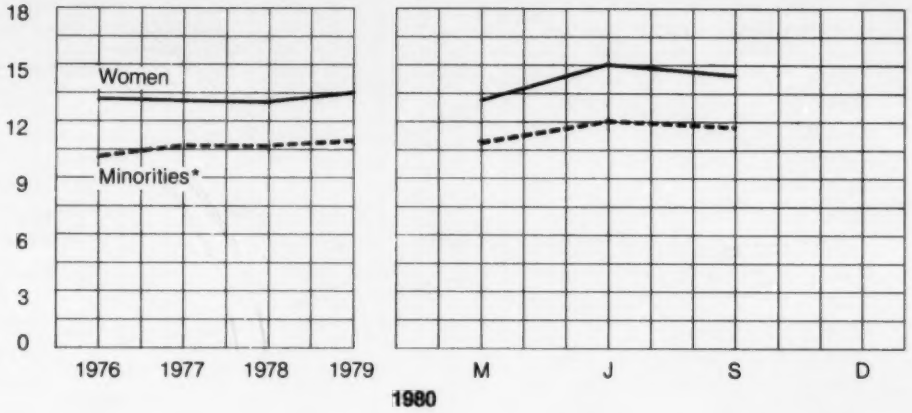
**Computations exclude all employees in Hawaii, Guam, Puerto Rico and foreign nationals overseas*

Monthly Management Report/December 1980

FAA Employment of Minorities and Women

Source: Civil Rights, ACR-3, Updated Quarterly, September 1980

Percent of Workforce



Regions	Percent	
	Minority*	Women
Aeronautical Center	16.5	25.6
Alaskan	11.9	18.9
Central	8.8	15.1
Eastern	14.4	10.5
Great Lakes	7.9	10.6
Technical Center	13.6	22.2
New England	8.5	11.7
Northwest	7.4	12.2
Pacific/Asia	28.5	13.7
Rocky Mountain	7.7	12.5
Southern	8.0	11.3
Southwest	12.1	12.4
Washington Headquarters	20.4	29.3
Western	16.0	13.9

Major Occupations	Percent	
	Minority*	Women
Air Traffic Controllers	8.1	6.2
Electronic Technicians	13.1	2.0
Engineering	10.4	1.8
Flight Standards Safety Inspectors	5.3	1.9
Clerks, Secretaries, Stenos	21.0	92.9
Other	18.3	37.2
Wage Board	19.9	3.1

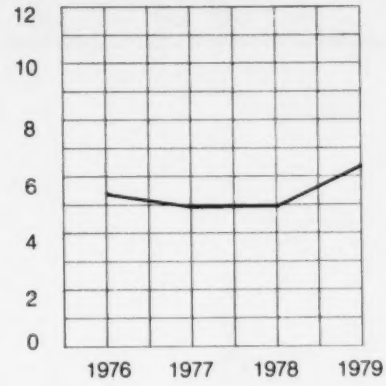
**Computations exclude all employees in Hawaii, Guam, Puerto Rico, and foreign nationals over seas.*

Monthly Management Report/December 1980

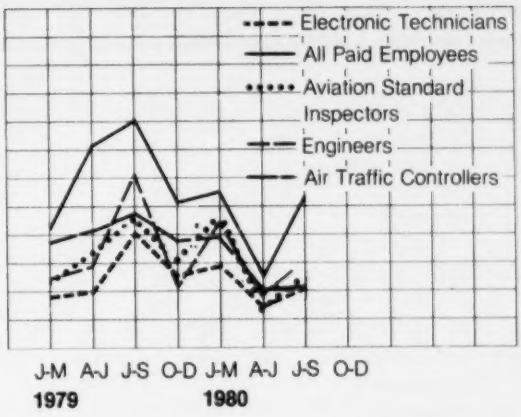
FAA Employee Turnover

Source: Personnel & Training, APT-20, Updated Quarterly September 1980

Average Quarterly Turnover



Quarterly Turnover



**Turnover is the percentage of hires and separations of the average employment for the period*

Monthly Management Report/December 1980

	Calendar Year				Quarter Ending					
	1976	1977	1978	1979	6/30/79	9/30/79	12/31/79	3/31/80	6/30/80	9/30/80
Total Paid Employees	57,790	57,631	57,005	56,394	57,278	56,435	56,394	56,195	56,882	55,361
Hires	6,825	5,494	5,879	6,674	2,381	1,900	1,482	1,359	1,924	1,058
Separations	5,458	5,882	5,672	7,639	1,687	2,922	1,546	1,714	1,473	2,947

Average Overtime Hours

	Regional/Center/Headquarters														
	AC	AL	CE	EA	GL	NE	NW	PC	RM	SO	SW	TC	WE	WA	MWA
Supervisors															
Headquarters	.5	1.2	.6	1.8	.4	.7	.3	.8	.1	.3	.4	1.0	.8	.3	5.4
Field Facilities															
Air Traffic Controllers/ Specialists	—	.8	.6	.4	.4	.2	.3	1.5	.5	.3	.4	—	.5	—	—
Airway Facilities															
Engineers/Technicians	—	1.4	.2	.4	.4	.1	1.1	2.7	.3	.2	.1	—	.2	—	—
Pilots, Engineers, Inspectors															
in Flight Standards Facilities	—	1.0	.2	.7	.2	.3	.6	.2	.2	.0	.1	—	.4	—	—
All Other Field Facility															
Supervisors	—	1.4	1.0	.2	.4	.0	.5	2.6	1.0	.9	.1	—	.7	—	—
All Supervisors	**.5**	**1.1**	**.5**	**.6**	**.4**	**.3**	**.5**	**1.6**	**.4**	**.3**	**.3**	**1.0**	**.5**	**.3**	**5.4**
Non-Supervisors															
Headquarters	1.1	1.5	.8	1.1	.7	.8	.9	.7	.2	.9	.7	2.0	.9	.7	6.6
Field Facilities															
Air Traffic Controllers/ Specialists	—	1.7	1.0	1.0	1.0	.6	.7	2.0	.9	.8	.7	—	1.2	—	—
Airway Facilities Engineers/ Technicians	—	2.2	.7	.7	.8	.8	1.1	4.0	.8	.6	.8	—	1.1	—	—
Pilots, Engineers, Inspectors in Flight Standards Facilities	—	2.0	.5	.6	.8	.5	1.6	.8	1.1	.2	.6	—	.2	—	—
All Other Field Facility Non-Supervisors	—	1.8	.5	.4	.4	.6	.7	1.8	.4	.5	.3	—	.4	—	—
All Non-Supervisors	**1.1**	**1.8**	**.8**	**.9**	**.9**	**.7**	**.8**	**2.1**	**.8**	**.7**	**.7**	**2.0**	**1.0**	**.7**	**6.6**
Total FAA Paid Employees	**1.0**	**1.7**	**.8**	**.9**	**.8**	**.6**	**.8**	**2.0**	**.7**	**.6**	**.6**	**1.9**	**.9**	**.7**	**6.4**

Average Overtime Hours are average hours per employee per pay period, year to date.

Overtime includes all classes of overtime and compensatory time actually paid in the period.

Flight Standards Field Offices include General Aviation District Offices, Air Carrier District Offices, Flight Standards Distric Offices, Engineering and Manufacturing District Offices, Aircraft Engineering District Offices, and International Field Offices

All data is based on Total FAA Paid Employees for each pay period. Total paid includes all FAA employees in a paid status (all work tours, all programs, all appropriations).

Washington includes Washington Office and Field employees except Washington Metropolitan Airport employees.

Source: Management Systems, AMS-220, Updated Monthly, Through Pay Period 22, (ending October 18, 1980)

Monthly Management Report/December 1980

Total Overtime Hours

	Regional/Center/Headquarters														
	AC	**AL**	**CE**	**EA**	**GL**	**NE**	**NW**	**PC**	**RM**	**SO**	**SW**	**TC**	**WE**	**WA**	**MWA**
Supervisors															
Headquarters	4.5	1.9	1.4	5.3	1.1	1.0	0.4	0.7	0.2	0.9	1.1	1.7	2.6	2.3	11.1
Field Facilities															
Air Traffic Controllers/ Specialists	—	1.6	2.9	5.2	6.3	0.9	1.1	2.3	2.3	4.8	4.5	—	6.1	—	—
Airway Facilities Engineers/ Technicians	—	2.0	0.4	2.0	2.2	0.2	1.9	2.0	0.8	1.3	0.7	—	0.7	—	—
Pilot, Engineers, Inspectors in Flight Standards Facilities	—	0.3	0.1	0.5	0.3	0.1	0.2	0.0	0.1	0.0	0.2	—	0.4	—	—
All Other Field Facility Supervisors	—	1.0	0.4	0.1	0.1	0.0	0.0	0.9	0.4	0.7	0.1	—	0.3	—	—
All Supervisors	**4.5**	**6.8**	**5.1**	**13.1**	**10.0**	**2.2**	**3.7**	**5.8**	**3.7**	**7.7**	**6.5**	**1.7**	**10.2**	**2.3**	**11.1**
Non-Supervisors															
Headquarters	75.3	11.4	6.8	15.5	8.0	4.2	5.3	2.5	1.4	13.0	9.1	69.2	11.6	35.2	93.8
Field Facilities															
Air Traffic Controllers/ Specialists	—	17.0	27.2	74.4	97.7	13.4	12.6	12.2	24.7	76.0	47.4	—	68.4	—	—
Airway Facilities Engineers/ Technicians	—	14.0	6.7	14.6	17.5	5.1	8.3	15.6	10.4	17.1	17.5	—	19.8	—	—
Pilots, Engineers, Inspectors in Flight Standards Facilities	—	2.7	1.2	2.8	3.5	0.6	2.1	0.7	2.0	1.0	2.9	—	1.2	—	—
All Other Field Facility Non-Supervisors	—	10.6	3.6	4.5	5.6	1.8	2.5	5.9	2.9	10.5	3.8	—	5.2	—	—
All Non-Supervisors	**75.3**	**55.7**	**45.6**	**111.8**	**132.3**	**25.2**	**30.7**	**36.9**	**41.4**	**117.6**	**80.8**	**69.2**	**106.2**	**35.2**	**93.8**
Total FAA Paid Employees	**79.8**	**62.4**	**50.8**	**124.9**	**142.2**	**27.4**	**34.4**	**42.8**	**45.1**	**125.3**	**87.3**	**70.9**	**116.4**	**37.9**	**105.0**

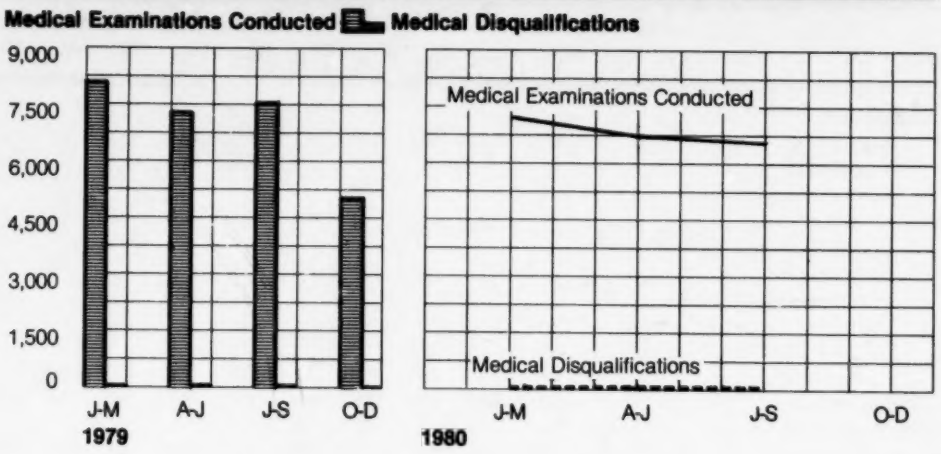
Overtime includes all classes of overtime and compensatory time actually paid in the period.
Hours are expressed in thousands, year to date.
Flight Standards Field Offices include General Aviation District Offices, Air Carrier District Offices, Flight Standards District Offices, Engineering and Manufacturing District Offices, Aircraft Engineering District Offices, and International Field Offices
All data is based on Total FAA Paid Employees for each pay period. Total paid includes all FAA employees in a paid status (all work tours, all programs, all appropriations).
Washington includes Washington Office and Field employees except Washington Metropolitan Airport employees.

Source: Management Systems, AMS-220, Updated Monthly. Through Pay Period 22, (ending October 18, 1980)

Monthly Management Report/December 1980

Air Traffic Control Specialist Health Program

Source: Aviation Medicine, AAM-600, Updated Quarterly, September 1980



Monthly Management Report/December 1980

	1977	1978	1979	July-Sept. 1979	July-Sept. 1980
Medical Examination Conducted	25,976	26,176	28,063	**7,577**	**6,583**
Medical Qualifications	24,076	25,342	26,394	**7,127**	**6,088**
Medical Disqualifications	422	304	150	**57**	**19**
Special Considerations	1,141	1,240	1,432	**473**	**438**

Students in FAA Training

	Fiscal Year															
	1976		1977		1978		1979		1980 O-D		1980 J-M		1980 A-J		1980 J-S	
	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks	Enroll	Stu Wks
FAA Academy Total	15,272	73,512	16,593	87,926	16,529	82,676	16,697	86,424	2,924	15,826	3,545	19,351	2,721	14,145	2,573	13,471
Air Traffic	2,617	27,655	3,870	41,526	3,275	34,309	3,403	38,908	722	6,993	738	8,420	540	5,787	551	5,387
Airway Facilities	7,979	32,210	7,603	31,887	7,678	32,677	7,878	32,553	1,226	5,733	1,547	7,296	2,205	5,138	1,056	4,346
Flight Standards	2,810	6,090	2,659	5,707	2,921	6,093	2,921	6,473	503	1,126	754	1,644	641	1,528	534	1,435
Airports	331	530	641	833	487	623	386	489	63	82	82	107	24	36	40	52
Logistics	271	434	523	680	516	661	531	702	95	124	68	57	32	49	15	20
Instructor Training	1,012	1,805	1,012	1,878	1,035	2,200	1,002	2,298	183	396	213	497	190	373	236	476
General Training	0	0	0	0	330	660	360	798	71	171	86	190	30	60	54	114
Predevelopmental[a]	252	4,788	285	5,415	287	5,453	216	4,203	61	1,199	57	1,140	59	1,174	87	1,641
Management Training School[b]	3,471	5,414	3,598	5,243	3,974	5,873	3,592	5,635	536	895	204	696	171	569	263	750
Transportation Safety Institute	655	1,151	712	1,358	740	1,316	623	1,130	198	335	196	323	82	164	108	164
Other Management and General Training	1,788	2,493	1,833	2,355	996	1,049	827	983	114	135	79	99	29	32	83	94
Total Centralized Training	**21,186**	**82,570**	**22,736**	**96,882**	**22,241**	**90,914**	**21,739**	**94,172**	**3,771**	**17,191**	**4,024**	**20,469**	**3003**	**14,910**	**3,027**	**14,479**

[a]Programs designed to increase minority and female employment in Air Traffic and Airway Facilities by recruiting below the normal entry level. Training programs prepare students for entry into standard intake courses.

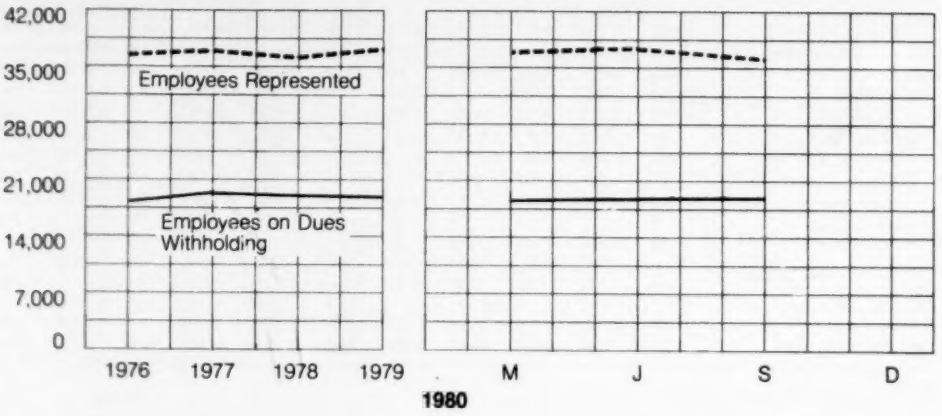
[b]Initial and recurrent courses for FAA supervisors and managers.
Note: Does not include Regionally arranged and conducted training. Includes all students, not just these employed by FAA.

Source: Office of Personnel and Training, APT-330, Updated Quarterly, September 1980

Monthly Management Report/December 1980

Union Activity in FAA

Source: Labor Relations, ALR-200, Updated Quarterly, September 1980



	1976	1977	1978	1979	1980 Mar	1980 Jun	1980 Sep	1980 Dec
Employees Represented	36,515	37,105	36,470	37,563	37,315	37,318	36,219	
Employees on Dues Withholding	18,148	19,927	19,020	19,148	18,989	18,994	19,003	
Number of Different Unions	9	10	10	9	9	9	9	
Number of Labor Agreements	43	45	43	26	26	24	23	
Number of Bargaining Units	82	77	71	61	62	62	57	

Monthly Management Report/December 1980

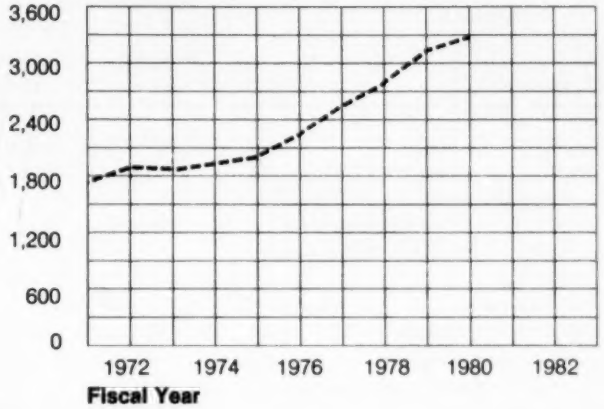
Appropriations History
Budget Authority

Source: Budget, ABU-20, Updated Annually, April 1980

AA Trust: Airport and Airway Trust Fund
Note: Budget Authority reflects amounts appropriated, reappropriated, and transferred according to legislation.

In Millions of dollars

Total Budget Authority



Appropriation	Fiscal Year										
	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
Grants in Aid for Airports (AA Trust)	80.0	180.0	295.0	295.0	300.0	340.0	352.8	510.0	555.0	644.1	650.0
Facilities and Equipment (AA Trust)	224.0	238.0	301.8	302.7	250.0	227.3	245.5	200.0	209.0	345.4	293.0
Research, Engineering and Development (AA Trust)	41.3	69.0	78.4	66.0	62.1	57.9	67.5	74.4	80.8	75.1	75.0
Operations	845.6	992.1	—	1,188.3	1,293.5	1,419.5	1,573.3	1,487.8	1,628.3	1,737.7	1,850.3
Operations (AA Trust)	—	34.0	998.1	—	—	—	—	250.0	275.0	300.0	325.0
Safety Regulation	—	1.0	151.0	—	—	—	—	—	—	—	—
Supersonic Aircraft	85.0	254.8	58.5	—	—	—	—	—	—	—	—
Metropolitan Washington Airports	12.1	15.1	16.4	10.9	17.7	22.7	30.2	26.5	27.8	29.5	34.1
Facilities, Engineering and Development	—	—	—	—	11.5	11.8	14.8	17.4	16.6	18.5	20.5
Total	**1,288.0**	**1,784.0**	**1,899.2**	**1,862.9**	**1,934.8**	**2,079.2**	**2,284.1**	**2,566.1**	**2,792.5**	**3,150.3**	**3,247.9**

Status of Funds by Appropriation

Source: Accounting, AAA-440, Updated Quarterly, September 1980

In Thousands of dollars

Note: Program Authority includes current year appropriated funds, unobligated balances brought forward from previous year, reimbursements, less statutory restrictions and administrative deferrals.

Monthly Management Report/December 1980

Period Ending: September 30, 1980

Appropriations	Program Authority Available This Year	Apportioned thru Current Quarter	Obligations Cumulative FY to Date	Outlays Cumulative FY to Date
Operations	$2,202,483	$2,202,483	$2,197,228	$2,197,232
Facilities, Engineering and Development	24,166	24,166	20,375	20,733
Operations and Maintenance, Metropolitan Washington Airports	28,118	28,118	28,107	26,334
Construction, Washington Metropolitan Airports	10,699	10,699	5,571	6,214
Safety Regulation	6	6	6	29
Grants-in-Aid for Airports	650,774	650,774	648,976	590,966
Facilities and Equipment	297,615	297,615	233,362	230,566
Research, Engineering and Development	75,102	75,102	73,439	77,824
Total Funds	**$3,288,963**	**$3,288,963**	**$3,207,064**	**$3,149,898**

Status of Airport and Airway Trust Fund

Source: Accounting, AAA-440, Updated Monthly, August 1980

In Millions of dollars

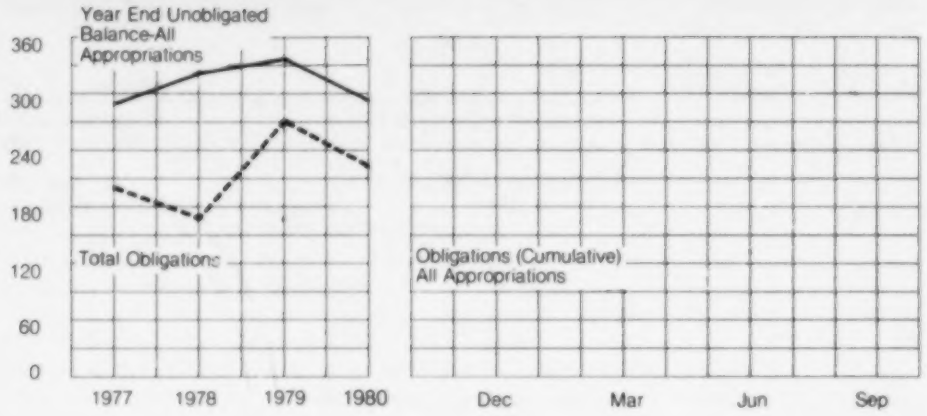
	Fiscal Year				
	1976 Transition Quarter	1977	1978	1979	1980 As of 8/31/80
Balance Beginning of Period	**$2,550.2**	**2,736.0**	**$3,267.8**	**$3,697.7**	**$4,392.1**
Receipts—Total	277.5	1,193.0	1,328.1	1,528.1	**1,716.2**
Excise Taxes (Transferred from General Fund):					
Any Liquid Fuel Other Than Gasoline	6.9	31.1	27.4	35.8	**37.8**
Tires Used on Aircraft	.2	1.0	1.0	1.1	**.9**
Gasoline:					
Commercial 4 cents tax	.3	1.2	1.2	1.2	**1.3**
Noncommercial 3 and 4 cents tax	7.1	23.5	21.3	27.1	**25.2**
Transportation by Air, Seats, Berths, etc.	225.1	1,007.0	1,109.3	1,284.2	**1,463.8**
Use of International Facilities	15.7	57.0	76.5	71.7	**84.8**
Transportation of Property, Cargo	14.4	50.7	64.9	81.3	**83.3**
Use of Civil Aircraft	7.7	21.6	26.4	25.7	**19.1**
Less Reminbursements to General Fund-Refund of Taxes and Estimated Tax Credits:	.6	2.1	2.0	1.9	**2.7**
Interest on Investments	.9	193.5	219.2	282.3	**397.3**
Net Receipts	277.8	1,384.5	1,545.3	1,808.5	**2,110.8**
Expenditures (Federal Aviation Administration)—Total	92.0	852.7	1,115.4	1,114.1	**959.2**
Operations		250.2	275.0	300.0	**163.6**
Grants-in-Aid for Airports	25.5	334.8	562.2	556.5	**515.8**
Facilities and Equipment	48.4	197.1	211.0	187.9	**208.6**
Research and Development	18.1	70.5	67.1	69.7	**71.2**
Interest on Refund of Taxes	—	—	—	—	
Net Total	185.8	531.8	429.9	694.4	**1,151.6**
Balance End of Period	**2,736.0**	**3,267.8**	**3,697.7**	**4,392.1**	**5,543.7**

Monthly Management Report/December 1980

Status of Facilities and Equipment Appropriations

Source: Accounting, AAA-440, and Office of Budget, ABU-20, Updated Quarterly, September 1980

In Millions of dollars



Facility & Equipment Appropr.	Appropr. Total	FY 1977 Oct. 1 Unobig. Balance	FY 1977 Year End Obgl.	FY 1978 Oct. 1 Unobig. Balance	FY 1978 Year End Obgl.	FY 1979 Oct. 1 Unobig. Balance	FY 1979 Year End Obgl.	FY 1980 Oct. 1 Unobig. Balance	FY 1980 Year End Obgl.	FY 1981 October Unobig. Balance	FY 1981 Planned Obgl.	Current Status Planned Obgl.	Current Status Cumulat. Obgl.
No Year	89.7[a]	33.9	13.4	20.5	6.2	·14.3	3.9	10.3	0.5	9.8	2.1		
1974-1976	250.0	(0.4)	—	—	—	—	—	—	—	—	—		
1975-1977	227.3	50.2	40.5	(9.7)[b]	—	—	—	—	—	—	—		
1976-1978	245.4	202.9	84.9	118.0	62.7	(55.3)[c]	—			—	—		
1977-1979	200.0	200.0	62.3	137.0	42.1	94.9	51.4	(43.3)[d]	—	37.6	16.0		
1978-1982	209.0	—	—	209.0	56.8	152.2	83.3	68.9	31.3	138.6	64.7		
1979-1983	345.4[c]	—	—	—	—	345.4	132.3	213.0	74.4	178.2	78.5		
1980-1984	293.0[d]	—	—	—	—	—	—	293.0	114.8	350.0	193.8		
Total	**1,859.8**	**487.0**	**201.8**	**484.5**	**167.8**	**606.8**	**271.0**	**585.3**	**221.0**	**715.2**	**355.1**		

[a]Unobligated balance brought forward from previous No Year appropriations as of July 1, 1975.

[b]Unobligated balance at end of FY 1977 was $9.7 of which $9.0 was reappropriated in FY 1978 and $0.7 lapsed.

[c]Unobligated balance at end of FY 1978 was $55.3 of which $54.4 was reappropriated in FY 1979 and $1.0 lapsed.

[d]Unobligated balance at end of FY 1979 was $43.5 of which $43.0 was reappropriated in FY 1980 and $0.5 lapsed.

Detail may not add due to rounding.

Monthly Management Report/December 1980

Major Headquarters Contract Awards

Contractor	Award Date	Amount	Description	Estimated Completion Date
ITT/Wilcox Joint Venture	10-80	45,275,882	VORTAC Equipment	12-85
North American Phillips	10-80	13,287,239	National Airspace Digital Interchange Network (NADIN)	12-83
ARINC	10-80	575,000	Gateway Communications Service	9-81

Source: Logistics Service, ALG-100, Updated Monthly, October 1980

Monthly Management Report/December 1980

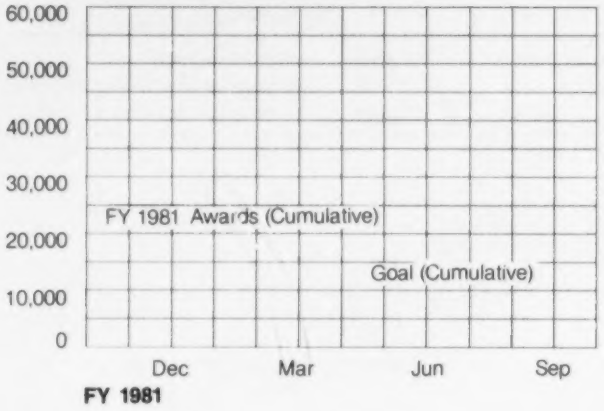
Minority Contracting Status

Source: Logistics Service, ALG-100, Updated Quarterly, September 1980

In Thousands of dollars

FY 1981 Awards will be reported as of December 1980

Contract Awards to Minority Business



Contract Awards to Minority Business	1977	1978	1979	1980	As of Dec. 1980
Goal	16,851	20,825	34,168	43,049	
Total Awards	**26,337**	**30,198**	**40,220**	**61,149**	

Monthly Management Report/December 1980

Summary Regulatory Agenda

Title	Subject	Issuance Date Original	Revised
Flammability Standard for Crewmember Uniforms (Docket No. 14451)	Proposed revision to establish flammability specifications for crewmember uniforms that will provide protection against heat and flame. Notices of public hearings and reopening of comment period until 6/16/80 were issued 4/18/80. Notice reopening comment period until 12/16/80 issued 8/15/80.	NPRM July 1980	NPRM March 1981
Parts Manufacturer Approvals (PMA) (Docket No. 17147)	Proposed revision to the PMA application and reporting requirements and provisions related to showing identicalness of parts. The NPRM was published (42 FR 43985). The comment period was reopened until May 15, 1978 (43 FR 15432).	FA May 1980	SNPRM December* 1980
Review: Operations Review Notice No. 7 (Docket No. 17669)	Proposed revision to the flight and duty time limitations and rest requirements for flight crewmembers used by domestic, flag, and supplemental air carriers, commercial operators of large aircraft, and air travel clubs. The NPRM was published 2/27/78 (43 FR 8070). The supplemental NPRM was published 8/11/80 (45 FR 53315). The comment period closes 12/10/80.	FA October 1981	

Key

NPRM—Notice of Proposed Rule Making
FA—Final Action
ANPRM—Advanced Notice of Proposed Rule Making
SNPRM—Supplemental Notice of Proposed Rule Making
FR—Federal Register
FAR—Federal Air Regulations
CFR—Code of Federal Regulations
*Revised date

Title	Subject	Issuance Date Original	Revised
Review: Operations Review Notice No. 14	Proposes to establish regulations for flight and duty time limitations and rest requirements for flight attendants used by domestic, flag, and supplemental air carriers, commercial operators of large aircraft and air travel clubs.	NPRM August 1980	NPRM August 1981
Administrative User Charges (Docket No. 19110)	Proposed to revise existing FAA fees for aircraft registration and for recording conveyances affecting title to, or any interest in, aircraft. In addition, it proposes to establish fees for FAA certification of pilots, instructors, and other airmen, including medical certification. The NPRM was published 4/20/78 (43 FR 16924).	FA June 1980	FA December* 1980
Wind Shear (Docket No. 19110)	Proposed revision to require all large passenger-carrying aircraft be equipped with a device that will display wind shear information to the pilots. The ANPRM was published 5/3/79 (44 FR 25807).	NPRM March 1980	NPRM January* 1981
Additional Equipment Requirements for Multiengine Turbojet Airplanes	Proposed amendment to require a (1) third gyroscopic attitude instrument, indepen dently powered, on all multi-engine turbojet powered airplanes not already required to have a third gyroscopic attitude instrument and (2) ground proximity warning system and a cockpit voice recorder on all turbojet powered airplanes configured with 6 or more passenger seats.	NPRM February 1980	NPRM December 1980
Review: Aircraft Engine Regulatory Notice (Docket No. 16919)	Proposed amendment to resolve number of regulatory issues raised by engine manufacturers and to update those standards. The NPRM was issued 11/10/80. The comment period closes 2/18/81.	FA August 1981	
Takeoff and Landing Minimums	Proposed rule to clarify prescribed conditions for approach and landing under specified weather conditions. The NPRM was published 3/6/80 (45 FR 14801). The comment period closed 5/6/80.	FA January 1981	
Airport Noise Regulations (Docket No. 16279)	Environmental Protection Agency's proposed revision to require airport noise certification as a condition for Airport and Airway Development Act funding. The NPRM was published on 11/22/76 (41 FR 51522).	FA July 1980	FA January* 1981
Review: Operations Notice No. 11	Proposed revision to update and improve the rules applicable to mechanic certification, repair stations and aircraft equipment.	NPRM February 1980	NPRM November* 1980
Review: Operations Review Notice No. 12 (Docket No. 21071)	Proposed revisions to update and improve regulations applicable to aircraft maintenance, preventive maintenance, rebuilding and alteration of aircraft. The NPRM was issued 11/13/80. The comment period closes 8/18/81.	FA August 1981	

Title	Subject	Issuance Date Original	Revised
Review: Part 91 Notice (Docket No. 16431)	The agency conducted a Regulatory Review Conference on 14 CFR Part 91, Subpart B, in September 1977, in order to update that part. This action will cover all proposals covered by the review.	NPRM May 1980	NPRM November 1980
Review: Objects Affecting Navigable Airspace (Docket No. 16920)	Proposal to amend notice requirements, obstruction standards, aeronautical studies, determinations, antenna farm areas and discretionary review/petition procedures.	NPRM March 1980	NPRM November* 1980
Civil Helicopter Noise Certification (Docket No. 13410)	Proposal to establish noise certification levels and procedures for civil helicopters. An ANPRM was published 12/28/73 (38 FR 35487). The NPRM was published 7/19/79 (44 FR 42410). The comment period closed 11/19/79.	FA May 1980	FA March* 1981
Implementation of OMB Circular A-95 (Docket No. 17337)	Final procedures and regulations implementing OMB Circular A-95 (coordination of Federal assistance programs with State, areawide, and local planning agencies), based on public comment on interim procedures in Special Federal Aviation Regulations 35 (42 FR 59476, 11/17/77).	FA May 1980	FA November 1980
Implementation of Energy Policy (Docket No. 16617)	Implementation of the Energy Policy and Conservation Act. The NPRM was published on 3/31/77.	FA March 1980	FA November 1980
Review: Update of Part 139	Revision to update and clarify the part including fire-fighting and rescue requirements.	NPRM March 1980	NPRM December 1980
Protective Breathing Equipment	Proposal to establish minimum performance standards and operating rules for protective breathing equipment.	NPRM March 1980	NPRM March* 1981
Supplemental Oxygen . . .	Proposal to permit certain widebody turbojet airplanes to operate up to flight level of 45,000 feet above sea level without requiring the pilot to use supplemental oxygen.	NPRM February 1980	NPRM March* 1981
Review: Metropolitan Washington Airports Regulations	Proposed revision to reflect changed operational conditions and policies and to simplify, clarify, and consolidate the regulations pertaining to the National Capital Airports.	NPRM June 1980	NPRM December 1980
Miscellaneous Minor Amendments	Proposed nonsubstantive amendments that are routine, editorial and clarifying in nature.	NPRM February 1980	NPRM December* 1980
Aircraft Owners of Pilots Association (AOPA) Petition to Revise Part 91 (Docket No. 18334)	Proposed amendment based upon AOPA petition to revise regulations in a format and language more understandable by pilots. An ANPRM was published on 1/22/79 (44 FR 4571).	NPRM April 1980	NPRM February* 1981

Title	Subject	Issuance Date Original	Revised
Foreign Airman Certification	Proposed amendments to establish priorities processing applications by foreign airmen for U.S. Airman Certificates.	NPRM June 1980	NPRM June 1981
Recording of Aircraft Titles and Security Documents—Notice of Lien (Docket No. 14236)	Proposed amendment to prescribe specific procedures for filing Notice of Lien with the Aircraft Registry. This proposal would also require release of the Notice filed upon satisfaction of the lien. The NPRM was published January 13, 1975 (40 FR 2445).	FA March 1980	FA February 1981
Cessna Finance Petition (Docket No. 17311)	Petition to amend Part 47 to provide all persons who hold a security interest in aircraft the same protection now afforded the seller of an aircraft under a conditional sales contract. The ANPRM was published 10/20/77. The NPRM was issued 5/7/80. The comment period closes 8/21/80.	FA November 1980	FA December 1980
Security Requirements Applicable to U.S. Commuter Air Carriers Certificate Holders (Docket No. 19726)	Proposed rule to implement safety standards mandated by the Airline Deregulation Act of 1978, and ensure that commuter air carrier passengers enjoy the maximum feasible extent the same level of safety as persons traveling on air carriers holding Certificates of Public Convenience and Necessity from the CAB. The NPRM was published 11/1/79 (44 FR 63048). The comment period closed 2/11/80.	FA May 1980	FA December* 1980
Blood Alcohol Level Tests	Proposed rule which will subject Certificated Flight Crewmembers suspected of being under the influence of alcohol to blood-alcohol tests and establish content at which a pilot is considered to be intoxicated.	NPRM March 1980	NPRM December* 1980
Microwave Landing System (MLS)	Proposed rule to recognize the MLS selected by ICAO and to prescribe measuring standards and procedures for the approval, installation operation, and maintenance of such systems on non-Federal navigation facilities. The NPRM was published September 8, 1980 (45 FR 59256). The comment period closes November 7, 1980.	FA July 1981	

Title	Subject	Issuance Date Original	Revised
Tires Retrofit (Docket No. 19793)	Proposed rule to require installation of improved tires on certain turbojet transport category airplanes. The NPRM was published 11/27/79 (41 FR 68759). The comment period closed 2/27/79.	FA June 1980	FA December* 1980
Revision of Applicability of Part 139	Proposed amendments to require the certification of airports serving commuter air carriers, as well as air carriers holding Certificates of Convenience and Necessity from the CAB. This revision responds to the Airline Deregulation Act of 1978 and ensures that passengers traveling aboard commuter air carriers enjoy the same level of safety as passengers traveling aboard CAB certificated air carriers. The NPRM was published 6/12/80 (45 FR 39857). The comment period closed 8/11/80.	FA December 1980	
Review: Rotocraft Airworthiness Standards (Docket No. 18689)	Proposed revisions to update and improve regulations applicable to helicopters and their operations.	NPRM May 1980	NPRM November 1980
Review: Light Transport Airplane Airworthiness Standards (Docket No. 18600)	Proposed new Part to establish airworthiness standards for a new light transport category of multiengine airplanes having maximum seating capacity of 60 and a maximum gross weight of 50,000 pounds.	NPRM February 1980	NPRM December* 1980
Minimum Equipment Lists (MEL)	Proposed amendment to clarify existing MEL provisions by combining the MEL regulatory authority contained in Parts 91, 121, 133, 135, and 137 into a single regulatory section in Part 91.	NPRM April 1980	NPRM December* 1980
Hang Gliding	Proposed addition to FAR Part 101 to designate general safety rules for hang gliding in order to accommodate increasing hang gliding activity in the National Airspace System.	NPRM February 1980	MPRM November* 1980
Notification/Reporting of Parachute Jump Altitudes	Proposed amendment to require that notification of a parachute jump be made to Air Traffic Control in terms of mean sea-level (MSL or above ground level (AGL).	NPRM March 1980	NPRM November* 1980
Parachute Jumps in Terminal Control Areas (TCA's)	Proposed amendment to FAR Part 105 to require an ATC authorization for anon-emergency parachute jump, into, or within a terminal control area.	NPRM April 1980	NPRM December 1980
Operations in Airport Traffic Areas	Proposed amendment to require all aircraft within an airport traffic area to establish and maintain communications with the airport traffic control tower.	NPRM September 1980	NPRM December 1980
Notice of Alteration, Activation, and Deactivation of Airports	Proposed amendments to require persons proposing to construct, alter, activate or deactivate a civil or joint use airport, to provide prior notice of such actions to the Administrator.	NPRM November 1980	

Title	Subject	Issuance Date Original	Revised
Terminal Control Areas (TCA's): Tampa (Docket No. 18605/ 79-ASO-66)	(See description of Portland (TCA)) The NPRM was published 2/4/80 (45 FR 7559). The comment period closed 5/5/80.	FA August 1980	FA January 1981
Terminal Control Areas (TCA's): Phoenix	(See description of Portland (TCA)) The NPRM was published 4/7/80 (45 FR 23457). The comment period closed 1980.	FA August 1980	FA February 1981
Terminal Control Areas (TCA's): Fort Lauderdale/ Miami	(See description of Portland (TCA)) The NPRM was published September 22, 1980 (45 FR 62839). The comment period closes December 22, 1980.	FA February 1981	
Terminal Control Areas (TCA's): Orlando	(See description of Portland (TCA))	NPRM August 1980	NPRM December 1980
Terminal Control Areas (TCA's): Memphis	(See description of Portland (TCA))	NPRM November 1980	NPRM December 1980
Terminal Control Areas (TCA's): Portland	Terminal Control Areas (TCA's) are proposed to reduce the midair collision potential by eliminating the mix of controlled and uncontrolled aircraft in a higher density terminal environment.	NPRM December 1980	NPRM March 1981
Implementation of 1981 Gaseous Emissions Standards and Revised Test Procedures	Proposed amendment would implement expected major revision in EPA standards for aircraft engine emissions.	NPRM April 1980	NPRM December* 1980
Operations Review Notice No. 8A (Docket No. 17897)	Proposed amendment to require that all flight attendants remain seated at their assigned stations during taxi except to perform duties related to the safety of the airplane and its occupants. The NPRM was published June 19, 1980 (45 FR 41596) (14 CFR 121 & 127)	FA November 1980	FA December 1980
National Federation of the Blind Carriage of Canes (Docket No. 17320)	Petition for rule making to permit the stowage of a blind person's flexible cane in a readily accessible location, on all passenger-carrying flights, so that the cane would be available to that person in case of evacuation of an aircraft in an emergency situation. The NPRM was published 11/13/80 (45FR 75138). The comment period closes 1/12/81.	FA July 1981	

Title	Subject	Issuance Date Original	Revised
Modification of Aircraft Registration Markings	Proposed amendment to increase height of markings from 3 inches to 12 inches on certain fixed-wing aircraft, decrease height of markings from 20 inches to 3 inches on airships and balloons, and retain the 3-inch height of markings on experimental exhibition aircraft. The NPRM was published 7/31/80. Comment period closes 11/28/80.	FA March 1981	
Special Airport Traffic Area and Communications Rule	Proposed amendments to establish special airport traffic areas for certain Canadian airports adjacent to U.S.—Canadian with operating air traffic control towers, and to ensure aircraft communications with those towers while operating in the area.	NPRM November 1980	
Grumman Petition-Export Airworthiness Approvals (Docket No. 17502)	Petition for rule making to amend § 21.339(a) to allow restricted category aircraft to be eligible for special export airworthiness approvals and to amend the restricted category civil aircraft operating limitations. The NPRM was issued 11/10/80. The comment period closes 1/19/81. (14 CFR Part 21)	FA July 1981	
National Business Aircraft Association Petition—Pitot Heat Indication Systems (Docket No. 18904)	Petition to amend the rules to require installation of pitot heat indicating systems only on transport category airplanes operated for hire. A summary of the petition was published on 10/18/79 (44 FR 60107). The comment period closed 11/14/79, (14 CFR Parts 91, 121, 123, and 135.)	NPRM December 1980	
Harsha Petition—Pyrotechnic Signaling Devices (Docket No. 18904)	Petition to establish minimum standards for pyrotechnic signaling devices required for certain overwater operations. This action would require these devices to at least meet U.S. Navy Weapons System Specifications WS 13697B. A summary of the petition was published on 10/18/79 (44 FR 60107). The comment period closed 11/14/80. (14 CFR Parts 91, 121, and 135.)	NPRM December 1980	
FAA Access to Flight Data Recorder and Cockpit Voice Recorder Tapes (Docket No. 20661)	Proposed amendment to allow the FAA to obtain flight data recorder and cockpit voice recorder information at any time at any place. The information is needed to study human factor elements associated with aircraft operation. NPRM 80-14 was published 8/28/80 (45 FR 57684). The comment period closes 11/26/80 (14 CFR Parts 121 and 135).	FA June 1981	

Title	Subject	Issuance Date Original	Revised
Proposed Elimination of Duties and Activities of Flight Crewmembers Not Required for Safe Operation of Aircraft (Docket No. 20659)	Proposed amendment to prohibit flight crewmembers from performing duties and activities not required for the safe operation of aircraft during critical phases of flight. NPRM 80-12 was published 8/28/80. (45 FR 57684). Comments close 10/27/80. (14 CFR Parts 121 and 135).	FA June 1981	
Airworthiness Standards: Aircraft and Products Design and Procedural Standards for Type Certificate Amendments and Supplemental Type Certificates (Docket No. 20660)	Proposed amendments to provide the FAA the means to require updating of safety standards for type certificates, amended type certificates, and supplemental type certificates. NPRM 80-13 was published 8/28/80 (45 FR 57687). Comments close 11/26/80. (14 CFR Parts 21, 39, and 91).	FA June 1981	

Regulatory Action Highlights

Title	Summary
Pearson Airpark . . . (Docket No. 18311).	Excludes persons from the requirement of communicating with Portland Tower while operating in the Pearson Airpark Traffic Pattern. The NPRM was published on September 28, 1978. (43 FR 44549). The Amendments were issued 10/30/80.
Implementation of EPA JT3D Smoke Standards for In-Use Engines (Docket No. 20250)	Implements the EPA revision to their smoke standards for JT3D Airplane Engines. The Amendments were issued 10/23/80.
Terminal Control Area (TCA): Kansas City (Docket No. 18605 80-AWA-6)	Modification of existing Terminal Control Area to reduce size of TCA, where not needed, and to provide safe and efficient use of the terminal area. The Amendment was issued 11/14/80.
Terminal Control Area (TCA) St. Louis (Docket No. 18605 80-AWA-10)	Terminal Control Area (TCA's) are proposed to reduce the midair collision potential by eliminating the mix of controlled and uncontrolled aircraft in a higher density terminal environment. The NPRM was published August 18 1980. (45 FR 54766). The Amendment was issued 10/20/80.

blank page

Legislative Program Status

Title	Brief Description
Civil Penalties Legislation	The proposed legislation was forwarded to the Congress on February 28 by the Secretary. It would increase the permissable civil penalty for a violation of the Federal Aviation Regulations from $1,000 to $25,000; provide criminal penalties for violations of the FAA's safety regulations; and established a simplified administrative mechanism for persons to contest civil penalties levied against them by the FAA. The bill has been introduced by Chairman Johnson, House Public Works and Transportation Committee, as H.R. 7488. Hearings on the bill were held July 1, 1980.

Airport and Airway Improvement Act of 1980

The Administration's bill was submitted to Congress on July 26, 1979. The purpose of the proposed legislation is to continue the airport grants-in-aid program, and provide continued funding for facilities and equipment (F&E), research, engineering and development (R, E&D), and operations and maintenance (O&M) activities from the Trust Fund. The Senate passed its own version of airport and airway legislation on February 5, 1980, providing for "defederalization" of the largest airports in the country, i.e., the removal of such airports from the grants-in-aid program. The bill also calls for different funding levels for F&E and O&M compared to the Administration's bill.

The House has also created its own version of the bill, with higher airport grants and F&E levels and lower O&M funding levels than the Administration's proposal. This bill was reported by the Committee on Science and Technology on 4/23/80 and the Committee on Public Works and Transportation on May 13, 1980. The failure to enact new airport development legislation has caused the airport grants-in-aid program to lapse as of October 1.

The Ways and Means Committee has marked up legislation to extend the user taxes which finance the programs contained in the airport and airway legislation, and the Senate Finance Committee on September 18 approved a one year extension of the current aviation taxes. The 3-month extension of the user tax levels also expired on October 1, 1980. This means that some taxes were reduced to the level they were before July 1, 1970, and others were eliminated altogether. The five percent air cargo tax, the $3 international departure fee, and the aircraft use tax have all expired. The eight percent passenger ticket tax has been reduced to five percent and now goes into the general fund of the Treasury rather than the Airport and Airway Trust Fund. The seven cents per gallon tax on aviation jet fuel also has been terminated, and the tax on aviation gasoline used by general aviation has been reduced from seven to four cents per gallon and will go into the Highway Trust Fund.

Status of Major Litigation

Federal Express v. United States

On October 10, 1980, the District Court in Providence, Rhode Island, issued a bench decision exonerating an FAA tower controller concerning his actions in issuing a takeoff clearance. In attempting a takeoff on a closed parallel runway, a Federal Express Falcon fan jet collided with several parked aircraft. Federal Express alleged in its complaint against the United States that the accident was caused by the controller's failure to know where the aircraft was when takeoff clearance was issued. In finding crew negligence as the sole cause of the accident, the judge stated that it was the pilot's failure to accurately advise the tower as to his location rather than the tower controller's failure to know the exact location of the aircraft.

Allnutt v. United States

The United States District Court for the Western District of Missouri issued judgment for the United States in a case arising out of the February 10, 1975, crash of a twin engine Piper aircraft which struck power transmission lines hanging over the Orage River in central Missouri. The aircraft was at approximately 100 ft. above the river at the time of the impact. Plaintiffs alleged negligence on the part of both the FAA and the NOAA for the failure to depict the particular power transmission line on the sectional chart. In finding for the United States, the Court concluded that it is within the discretion of the government to determine what should and should not be placed upon aeronautical charts. Moreover, the Court held that the failure to include these particular power lines was in keeping with the standards and criteria set forth in the Inter-Agency Air Cartographic Committee. Finally, the Court noted that given the experience of the pilot, and the generally recognized extreme hazard of low level flight where wires could be suspended, it clearly constituted careless and reckless behavior on the part of the pilot.

Knudsen v. United States

The United States District Court for the Southern District of New York issued summary judgment in favor of the FAA in a case involving the design and certification of the Britten-Norman Islander aircraft. The case arose out of an October 20, 1974, accident at San Juan, Puerto Rico. The Court held that if every alleged negligent act proximately causing an accident occurs outside of the United States, then no claim may be made against the government even if the accident itself occurs inside the United States. Having found that the U.S. Airworthiness Certificate was issued in consideration of a United Kingdom-issued Certificate of Airworthiness for Export and a type certificate which had been issued on the basis of tests conducted in both Belgium and Great Britain, the Court concluded that there was no basis for liability on the part of the United States.

In Re: Air Crash Disaster at Pago Pago, American Samoa on January 30, 1974

After a year of deliberation, the United States District Court for the Central District of California has issued its decision and judgment following the 6-month trial arising out of the January 30, 1974, Pan American crash at Pago Pago. Pan Am had alleged negligence on the part of the National Weather Service, for failure to accurately predict and disseminate appropriate weather information, and the Federal Aviation Administration for failing to disseminate known weather information and for failure to properly maintain the ILS glide slope, as the actual causes of the crash. In finding for the United States and against Pan Am, the Court found no negligence on the part of either the NWS or the FAA in any of the particular allegations. Furthermore, the Court found that the accident was caused solely by the negligence of the crew in that they failed to anticipate weather phenomena and act accordingly, failed to adhere to the decision height requirements of section 91.117(b), and failed to execute a missed approach when they knew or should have known that the approach could not be safely completed.

Enforcement Action Highlights

$25,000 Civil Penalty Proposed for Violations of Hazardous Materials Regulations

On June 30, 1980, the Office of the Chief Counsel issued a Notice of Proposed Civil Penalty to Zantop International Airlines alleging that the company offered and accepted for transportation by air a hazardous material that was not classified, described, marked and packaged as required by the Hazardous Materials Regulations. Zantop allegedly attempted to load a gasoline-engine-driven electric generator aboard one of its aircraft when the generator's fuel tank contained several gallons of gasoline. During the loading operation, the generator slipped, fell to the ground and exploded. The fire destroyed the generator and caused considerable damage to the aircraft. Zantop has requested an informal conference.

$116,000 Civil Penalty Action Against Transamerica Airlines, Inc.

On August 12, 1980, the Regional Counsel, Western Region, issued a $116,000 civil penalty letter to Transamerica Airlines, Inc., holder of an Air Carrier Operating Certificate. The air carrier allegedly operated numerous revenue flights involving L-382, L-188 and DC-8 aircraft that were not in an airworthy condition due to the operator's failure to comply with all maintenance and inspection requirements applicable to such aircraft. FAA has offered to accept the specified penalty as a compromise settlement of the case.

Emergency Revocation of Air Carrier Operating Certificate

On August 8, 1980, the Regional Counsel, Pacific Region, issued an Order of Emergency Revocation to Airspeed Hawaii, Ltd., revoking its Air Carrier Operating Certificate. The air carrier allegedly operated several flights in air transportation when it did not have a Director of Operations or a Chief Pilot and a Director of Maintenance as required by the Federal Aviation Regulations. FAA had suspended the certificate from April 11, 1980 to June 25, 1980, due to the company's failure to have such management officials.

Proposed Suspension of Airman Certificate of Balloon Operator

On July 8, 1980, the Regional Counsel, Central Region issued a Notice of Proposed Certificate Action to Thomas Dean Rote, proposing to suspend his Commercial Pilot Certificate for 180 days due to his alleged violations of the Federal Aviation Regulations when operating a hot-air balloon, with a passenger on board, in the vicinity of Columbia, Missouri. On two separate occasions, the airman allegedly operated the balloon at low altitudes over congested areas. On one such occasion the balloon landed in a parking lot, resulting in damage to an automobile, and on the other occasion it landed in the front of a residence, causing damage to a tree.

Emergency Revocation of Air Taxi Operating Certificate

The Regional Counsel, Great Lakes Region, issued an Emergency Order of Revocation against Wilderness Wings, a Part 135 on-demand air taxi operator located in Ely, Minnesota. The enforcement action was taken because of the use of unqualified pilots, use of aircraft not listed on operations specifications and failure to carry appropriate emergency flotation gear. The operator is in the business of taking hunters and fishermen from northern Minnesota to remote locations in Canada. At the time the Order of Revocation was issued, Widerness Wings had left approximately 21 passengers in the wilds of Canada. A temporary operating certificate was issued to the operator for the purpose of bringing the individuals back to the United States. The retrieval operation proceeded successfully removing all stranded hunters and fishermen. The Order of Revocation is now effective.

Criminal Indictment for Violations of Hazardous Materials Regulations

Through the very diligent efforts of Ann Nunn, an Assistant U.S. Attorney in Louisville, Kentucky, and Mr. Tom McCormick of Southern Region's Civil Aviation Security Division, an indictment in the United States District Court for the Western District of Kentucky has been returned against Mr. Cyrus Ferree III.

The indictment charges violations of the Hazardous Material Regulations (49 CFR § 17 1 et seq.); specifically that Ferree knowingly and willingly shipped a quantity of gasoline which was improperly described, marked, and labeled. Conviction on all four counts could result in a fine of not more than $100,000 or imprisonment for not more than 20 years, or both.

FAA investigation revealed that Mr. Ferree, an employee of Seafarers International Union, called the air carrier to inquire whether he could ship 3 gasoline containers. He was informed that such a shipment could not be accepted by the carrier. About an hour later he showed up at the shipping counter and tendered two packages which he claimed to contain "papers and picture frames." The packages allegedly were found to contain a quantity of gasoline.

Suspension of Commercial Pilot Certificate

The Regional Counsel, Central Region, issued an Order of Suspension on September 3, 1980, suspending the commercial pilot certificate of Charlene Beth Harris for 180 days. Respondent, while acting as pilot-in-command, operated aircraft into known icing conditions and the aircraft subsequently crashed resulting in serious injuries to three passengers and substantial damage to the aircraft. Respondent failed to take and pass the tests required in Section 135 of the Federal Aviation Regulations (FARs) prior to acting as pilot-in-command in a Part 135 operation.

Revocation of Commercial Pilot Certificate

The Regional Counsel, Central Region, issued an Order of Revocation on September 17, 1980, revoking the commercial pilot certificate of Lawrence Leonard Cornic. Respondent operated aircraft at altitudes of less than 500 feet from structures on surface, operated aircraft in acrobatic flight below an altitude of 1,500 feet above surface, operated aircraft within 8 hours after consumption of an alcoholic beverage, did not have in his personal possession a current medical certificate, had not accomplished a fight review within preceding 24 months, and it was a reckless operation. Violations of Sections 91.79(c) and (d), 91.11(a)(1), 61.3(c), 61.57(a), and 91.9 of the FARs were involved.

Revocation of Repair Station Certificate

On October 21, 1980, the Regional Counsel, Rocky Mountain Region, issued an Emergency Order of Revocation revoking the air agency certificate held by Aerospace Maintenance Company of Aurora, Colorado.

Information had been received by FAA indicating that Aerospace Maintenance, the holder of Repair Station Certificate 403-5, had not been following proper maintenance procedures in repairing and overhauling aircraft appliances. It also appeared that, in some cases, Aerospace Maintenance had sent appliances to subcontractors for test and repair and, upon the return of these appliances from the subcontractor, removed the subcontractor's serviceable part tags indicating "repaired," attached their own certification of overhaul tags, and shipped the units to customers without an overhaul being performed. It further appeared that Aerospace Maintenance was certifying high pressure cylinders as having been hydrostatic tested when, in fact, they did not have the facilities or capabilities to perform hydrostatic tests on high pressure cylinders in accordance with CFR 49 Part 173.

NTSB Affirms Emergency Suspension of Commercial Pilot Certificate

On October 22, 1980, Administrative Law Judge Patrick G. Geraghty affirmed in its entirety the Emergency Order of Suspension that had been issued by the Regional Counsel, Rocky Mountain Region, suspending Edward Allen Jones' Commercial Pilot Certificate with Rotorcraft-Helicopter rating, for a period of one hundred eighty (180) days, and until such time thereafter as Mr. Jones successfully accomplished a reexamination of his qualifications to be the holder of a commercial pilot certificate with Rotorcraft-Helicopter rating. The Law Judge found that Mr. Jones operated civil aircraft N2752Y, a Bell Model 200B Jet Ranger III Helicopter, on a flight in the vicinity of Mile High Stadium, Denver, Colorado in numerous passes at forward air speeds ranging from hover (zero airspeed) to 20 MPH, at altitudes ranging from 70 feet AGL to 160 feet AGL, and at lateral distances from the walls of the stadium ranging from 50 feet to 150 feet. Accordingly, the Law Judge found that Mr. Jones' operation of civil aircraft N2752Y was in violation of Sections 91.79(a), 91.79(d) and 91.9 of the Federal Aviation Regulations.

National Calendar of Events

1980	
***November 30-December 5**	Great Lakes Region Air Terminal Chiefs' Conference, Indianapolis, Indiana
***December 2**	Flight Standards/Civil Aviation Security Field Division Chiefs' Conference, 800 Independence Avenue, S.W., Washington, D.C.
***December 3-5**	Conference on Air Transportation Hazardous Materials Safety, Holiday Inn, Silver Spring, Maryland
***December 3-5**	High Altitude Pollution Program Scientific Advisory Committee Meeting, 800 Independence Ave., S.W., Washington, D.C.
***December 3-5**	Radio Technical Commission for Aeronautics Special Committee 139 on Airborne Equipment Standards for Microwave Landing System (MLS), 800 Independence Avenue, S.W., Washington, D.C.
***December 9-10**	RICA Special Committee 136 on Installation of Emergency Locator Transmitters in Aircraft, 1717 H Street, N.W., Washington, D.C.
December 9-12	Personnel Officers' Conference, Atlanta, Georgia
***December 16-17**	RICA Special Committee 143 on Ground Based Automated Weather Observation Equipment, 1717 H Street, N.W., Washington, D.C.

1981	
*January 6-8	Alternate Separations Concept Workshop, Technical Center, Atlantic City, New Jersey
January 15-16	Second Annual Commuter Air Carrier Safety Symposium, Sheraton National Hotel, Arlington, Virginia
January 18-21, 1981	Helicopter Association of America's 33rd Annual Meeting and Industry Exposition, Anaheim, California
January 27-28	Beacon Collision Avoidance System (BCAS) Conference, Dulles Airport
*February 10-12	Pacific Region Sector Managers' Conference, Honolulu, Hawaii
March 8-11	National Air Transportation Association's Annual Convention, San Antonio, Texas
March 10-14	American Association of Airport Executives' Annual Conference and Business Meeting, Reno, Nevada
May 4-8, 1981	Southwest Region All Chiefs' Conference, Ft. Worth, Texas
May 17-21	American Helicopter Society's Annual National Forum, New Orleans, Louisiana
May 22-26	Professional Air Traffic Controllers Organization's Annual Convention, New Orleans, Louisiana
June 4-14	34th Paris Air Show, Le Bourget, France
*October 13-14	Aviation Forecasting and Planning Conference, Sheraton National Hotel, Arlington, Virginia

*New Entry or Change
Since Last Calendar
NFD—No Firm Date

U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Avenue, S.W.
Washington, D.C. 20591

Postage and Fees Paid
Federal Aviation
Administration
DOT 515

Official Business
Penalty for Private Use $300